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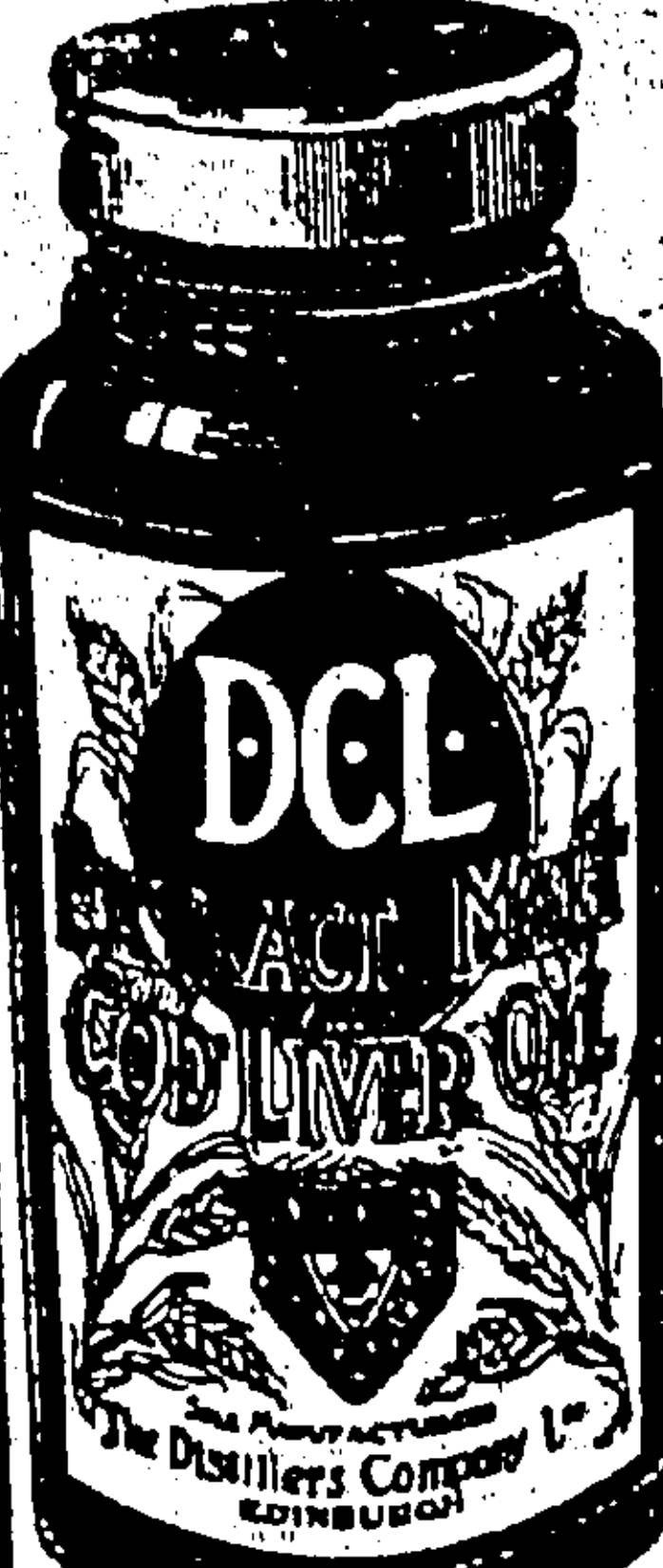
No. 21,898 號捌拾玖百捌千壹萬第 日陸初月捌辰戊 HONG KONG, WEDNESDAY, SEPTEMBER 19th, 1928. 叁拜禮 日玖拾月玖年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1	No. 2	(	No. 3	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			e												
Kowloon ...Dep.	8.45	8.05	9.10	10.00	12.00	1.15	2.15	3.45				4.50	5.45	7.00	7.55
Yuenlong ...Dep.	8.45		9.20	10.08	12.05	1.22						4.55	5.50	7.05	7.55
Shatin ...Dep.	7.01		9.32	10.19	12.19	1.28						4.58	5.60	7.10	7.55
Tai Po Market Dep.	7.11		9.42	10.33	12.34	1.47						5.03	5.15	8.10	8.10
Tai Po ...Dep.	7.30		9.53	10.37	12.38	1.51						5.18	6.20	8.16	8.16
Fanning ...Dep.	7.30		10.05	10.47	12.49	2.01			3.14			5.23	6.33	8.23	8.23
Shanghaik ...Dep.	7.35		9.07	10.10	12.53	2.08						5.28	6.38	8.28	8.28
Shenzhen ...Arr.	7.41	8.45	9.13	10.15	10.63	1.58	2.12	2.55	3.50			5.39	6.41	8.39	8.39
Canton ...Arr.		4.02		5.57				7.03							



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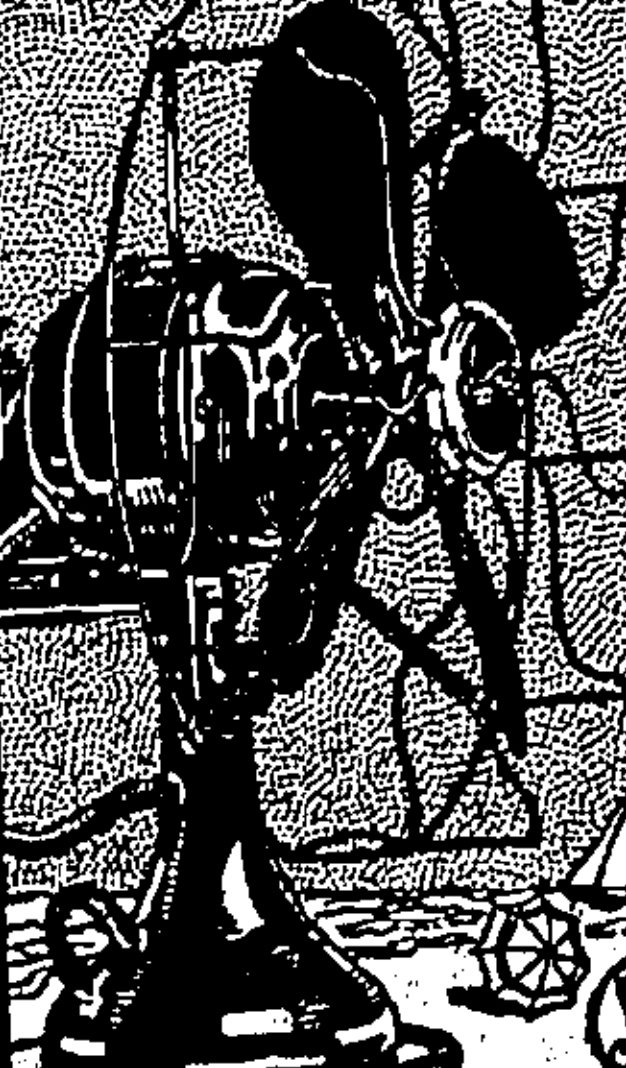
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GOLD FROM LEAD.

CLAIM OF A MODERN ALCHEMIST.

TESTS THAT FAILED.

BACKERS LOSE THEIR MONEY.

In a small house at Southend lives a frail and ageing man who claims to have solved the great problem which has baffled mankind throughout the ages—the transmutation of metals. His name is John Joseph Melville.

"I can do it," he said to a *Daily Mail* reporter, "I can turn lead into silver and gold. I have discovered the secret the alchemists tried to probe. I have my secret locked away, and, of course, I cannot share it with anyone. That is why experiments that have been made with my formula have failed."

But his formula for turning lead into mercury was so far known to his associates that they were aware that they were putting linseed oil, flowers of sulphur, and red argol into the cauldron.

This they heated up, whereupon a chemical change was supposed to take place. Lead was then added and the whole was cooked for three weeks. But nothing happened.

COMPANY FORMED.

NO RETURN FOR SUBSCRIBERS' MONEY.

Mr. Melville confesses that he has not had a proper scientific training, but, you see, he said, "my father, who lived in British Guiana, was a great chemist, and my knowledge has come to me partly by intuition and partly by study. I have also been interested in crystal-gazing, but that, of course, has nothing to do with it."

Asked how it was that, with such wealth-making knowledge, in his possession, he found himself in comparatively humble circumstances, Mr. Melville sadly shook his head. "It is my health. Something has always occurred just when I was carrying out an experiment—but, still, I can do it."

A number of people in Southend believed in Mr. Melville's claim, and two years ago they subscribed a considerable sum to form a company under the title of Melmil, Ltd.

The chief object of the company was to turn lead into mercury, but although Mr. Melville's formulae was carried out the mercury failed to materialise. Now the company is about to be wound up.

Five Men At Work.

Mr. V. A. Stewart, secretary to Melmil, Ltd., said to a *Daily Mail* reporter:

It was two years ago that I first heard of Mr. Melville and his claims. Mr. F. G. Milner, a friend of mine, told me that Mr. Melville could turn lead into mercury, and took me to a small shed at the back of a house in Victoria Avenue, Southend, where the process was in operation.

I was extremely interested, and a tube of mercury was produced which Mr. Melville claimed had been made by his process. Mr. Milner told me that he had been working with Mr. Melville for some time, and thought that everything was all right.

Eventually a company was formed, and I became secretary. We obtained a factory at Laindon, Essex, and equipped it according to Mr. Melville's specifications. So that there should be the greatest secrecy in the process Mr. Milner and myself worked under the directions of Mr. Melville, assisted by two men we employed. But we never got any mercury.

The formula had been sealed in an envelope and deposited by Mr. Melville at the bank, with instructions that it was not to be opened during his lifetime. According to the formula we had to put linseed oil, flowers of sulphur and red argol into a cauldron and heat it up. A chemical change took place, and then we added lead and cooked the whole lot for three weeks in a retort, but, of course, nothing happened.

We have laid the facts before the shareholders, and now I am about to wind up the company, for I am convinced that we cannot produce mercury as suggested by Mr. Melville.

A Surprise Visit.

Mr. Stewart produced a signed statement by Mr. F. G. Milner which throws an interesting light on the matter. In this document Mr. Milner tells how he became associated with Mr. Melville, and goes on to describe how Mr. Melville conducted an experiment. He says: "Mr. Melville did not explain what he had put into the boiling pot at the time, but did so later, and he left me to look after the mixture while it was cooking. Finally, after some weeks' cooking, a portion of the mixture was placed in a retort, or still, and sure enough when distillation was complete, about four ounces of mercury were obtained."

I ought to mention here an incident that happened while the mixture was cooking, but before it was declared ready by Mr. Melville for putting into the retort.

(Continued on next Column).

MOTHER'S ORDEAL.

LITTLE SON DROWNED WHILE SHE SAVES ANOTHER BOY.

The story of how a 3-years-old child, Patrick O'Hagan, was drowned while his mother was rescuing another child who did not belong to her was told at an inquest at Londonderry.

A stream, swollen by recent heavy rains, runs past the O'Hagans house in the outskirts of the city. Noticing a boy named Johnny White in difficulties in the water Mrs. O'Hagan waded in and pulled him out.

She did not see that her own little son had toddled into the water after her. It was only when she had dragged the other boy to the bank she saw her own child's peril.

She dashed into the stream again, but the boy was carried away by the current. His body was recovered a quarter of a mile farther down the stream.

A verdict of Accidental Drowning was returned.

FIGHT WITH A PYTHON.

ESCAPE FROM 25 FT. REPTILE.

A young assistant farm worker, named Burton, had an exciting experience with a 25-foot python on a farm in the Eshwore district.

The reptile had been spotted by him and several natives, but they were only in time to reach it to strike the tail end of the body before it disappeared down its hole.

Next morning Burton went to investigate, but failed to observe the python in a tree above the hole. It immediately attacked him and began to coil itself round his body. Fortunately Burton had the presence of mind to grip the python at the throat, but no one was about to render assistance, and the two rolled for some distance along the ground.

Burton had one hand disengaged and was able to get possession of a pistol from his pocket. This proved the deciding factor in the encounter, and he managed to account for the reptile by a good shot.

I had arranged to go to London, and left Mr. Melville in bed at his home, where he was supposed to be very ill. I missed the train and decided that I would return to the laboratory (a mile away). On arriving there I was very surprised to find Mr. Melville coming away from the building.

He explained that he was so very anxious that everything should be going right that he had dressed his doctor and gone to the laboratory. I naturally accepted his statement, and would remark that only two people had keys of the building—myself and Mr. Melville.

A document, signed by Mr. Milner and Mr. Stewart, gives further details of the operations of the Melmil Co., at Laindon, and describes how, when Mr. Melville was left in sole charge of the plant, mercury was produced.

Mercury In Coat Pocket.

It proceeds:—We were naturally elated at this apparent success, and it was now that arrangements were made for the retort to be kept at work continuously. Two other retorts that had been ordered by Mr. Melville were also to be brought into work.

At this period Mr. Melville began to complain of ill-health, and his presence at the works became very infrequent. We carried on in his absence in exactly the same manner as he had done, with the result that, although three retortings were gone through the results were nil.

On this being reported to Mr. Melville he offered no suggestion as to why the thing failed, but promised to come over the next day to the works. He arrived in the dinner-hour and spent some time alone, apparently examining the retort, tank, the water of which had not been removed.

We observed him place his hands several times in the water of the tank, and just as he was about to leave he suggested that we might run the water off. After he had gone we did so, and found again approximately 1½ lbs. of mercury.

The document describes further retortings which failed, and goes on:—

The matter was reported to Mr. Melville, and his presence demanded at the works. A further charge was placed in the retort, but he was not for one second allowed to be alone near it, and again the result was nil. Mr. Melville left the works at his usual time, three o'clock, and when Mr. Milner reached home the same night he saw a small pool of mercury on the floor and further mercury dripping from the pocket of Mr. Melville's overcoat.

Mr. Melville attempted to explain that it was some mercury he had by him, and he had put it in his pocket to compare it with what we had at the works for quality.

Mr. Melville, when asked by the *Daily Mail* reporter the reasons for the failure of the experiments, suggested that it was the fault of the operators, and that of his formula. "You see," he said, "this is a very secret process and I cannot give it away to everybody."

MORE SCHOOLBOY HOWLERS.

LXXX MEANS "LOVE AND KISSES."

BRAVE KNIGHT AND AWFUL ABBESS.

Most people have their own pet specimens of the unconscious humour that is to be extracted from the works of the less successful candidates for examinations. In Mr. H. Cecil Hunt's "Howlers" (*Benn. 1s. 6d.*) they will all find some examples that they know already; but the presence of these old friends will the more commend the much larger number that, to any single connoisseur, must be new.

Mr. Hunt divides his collection into sections classified by subject. The first is entitled "Quotation and Translation," and ranges from the naive simplicity of "LXXX—Love and kisses" to the desperate ingenuity of "Vere novo gelidus canis in montibus humor linguatur"—Starting but true the cold bound was left in the mountains by way of a joke. In any future edition Mr. Hunt may consider the following worthy of a place in this section:—*Post equitem sedet atra cura*—After horse-exercise the dark lady sits down with care.

To Keep Milk Fresh.

The Biblical section contains an excellent example of the working of the common-sense practical mind: "What is the outward and visible sign or form in Baptism?—The baby." A similar mind is obviously at work in, "To keep milk from turning sour you should keep it in the cow."

Sometimes wisdom from the mouths of babes takes a form that will please the cynic. For example:—

Political economy is the science which teaches us to get the greatest benefit with the least possible amount of honest labour. They gave the Duke of Wellington a lovely funeral. It took six men to carry the beer.

The laws are made by Lloyd George or else by policemen.

Sometimes we are more tempted to weep for the stupidity of examiners than to smile over the stumblings of the examinee. For instance, the idiotic question, "Why does true English history begin with the reign of Henry VII?" seems adequately answered by "Because up to this time it was all lies."

We could fill many columns with the good things to be found in this delightful little book. But space will only allow of a few more to conclude:—

Pax in bello.—Freedom from indigestion.

Etc.—It is a sign used to make believe you know more than you do. A grass widow is the wife of a dead vegetarian.

Wolsey saved his life by dying on the way from York to London. The brave knight was swallowed up by the awful abyss that yawned all of a sudden in front of him. What is the difference between a window and a widow?—You can see through a window.

NEW ARCHBISHOP OF YORK.

SOME OUTSPOKEN COMMENTS.

"IF CHRIST CAME TO LONDON."

London, August 25th.

Churches are not and never were Christian, in the opinion of the Right Rev. William Temple, newly appointed Archbishop of York.

This startling statement was made in the course of an article by Dr. Temple which is one of a series attempting to answer the question "If Christ came to London?"

"The world has seen the Church of England put forth all its forces concerning Welsh Disestablishment and disendowment; it has not seen that church put forth a force at all comparable to secure that the poor may be housed with decency or that children of the nation may have their fair chance in life," the Archbishop goes on to say.

In brief, he charges the church with being "too ecclesiastical and not sufficiently Christian."

Dr. Temple declares that if most people are imperfect Christians not all Churchesmen are un-Christian. Many businessmen and large employers, he insists, set a fine example by their regular attendance at some congregation—either Anglican or one of the Free Churches. Nine out of ten social workers, he adds, are convinced Christians.

"The churches are not doing enough; not enough of their members are doing anything at all; but nine-tenths of what is being done is done by church members," Dr. Temple believes.

He is unwilling to prophesy what Christ would say should he come to London, but he feels sure that all accepted standards would be cut right across by His deeper preceptions of values.

"Many that are first would be last," he warns, "and many that are last would be counted among the first."

In conclusion he asserts that no one doubts the beauty of the Christian ideal.

"The question is whether it is more than a beautiful dream," is his challenge to church members throughout England and the Christian world.

"But we do not need to ask what Christ would say or do if he were here. HE is here. HE is everywhere."

Impartial observers profess themselves satisfied that the newly appointed Archbishop of York should prove to be a man of such outspoken views.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rupee, Sept. 17th.

Paris	124.80
Brussels	34.90
Amsterdam	12.09
Berlin	20.38
Copenhagen	19.19
Vienna	24.42
Helsingfors	1923
Lisbon	1071
Buenos Aires	47.11/32
Rio	5.92/32
New York	4.85.3/32
Geneva	25.50
Milan	92.60
Stockholm	18.13
Oslo	18.19
Prague	1631
Madrid	28.27
Athens	375
Bucharest	7971
Bombay	1/5.31/32
Yokohama	1/102
Shanghai	2/7

(Continued on next Column).

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 18th, 1928.

B.K. Banks	\$1,800 buy.
Do.	\$1,800 nom.
Chartered Banks	\$25 buy. x div.
Mercantile Banks, A. & B.	\$24 nom.
Do.	\$24 nom.
P. & O. Banks	\$25 nom.
East Asia Bank	\$17 buy.
Oversea Insurance	\$50 buy.
Union Insurance	\$375 buy. 3/4 ss.
North China Ins.	\$148 buy.
Yongtong Insurance	\$30 nom.
China Fire Insurance	\$375 buy.
Hong Kong Fire Ins.	\$300 sel.
Douglases	\$33 buy.
H.K. Steamboats	\$371 buy.
H.K. Tugs	\$8 nom.
Indo-China (S.S.)	\$33 buy.
Do. (Del.)	\$71 buy.
Shell Transport	\$1034 nom.
Waterboats	\$312 buy.
Banquet	\$215 buy.
Kailan Mining Admin.	\$57 nom.
Langkai (combined)	\$14 sel.
Do. (single)	\$14 sel.
S'hai Explorations	\$3.45 nom.
Shanghai Loans	\$14 nom.
Ranls	\$41 sel.
Tromak Mines	\$176 nom.
H.K. & W. Docks	\$37 nom.
China Provident	\$5.65 buy. 5/70 ss.
Howatons	\$14.166 nom.
New Engineering	\$3.5 nom.
Shanghai Docks	\$14.103 buy.
Two Cities	\$14.103 buy.
Oriental Cottons	\$14.103 buy.
S'hai Cottons (old)	\$14.103 buy.
Do. (new)	\$14.103 buy.
H.K. & S. Hotels	\$3.45 buy.
H.K. Lands	\$581 buy. 5/70 ss.
Shanghai Lands	\$14.103 buy.
Humphreys Estates	\$15.103 buy.
H.K. Realities	\$3.50 buy. 8/4 ss.
H.K. Tramways	\$24.45 buy. 5/70 ss.
Peak Farms (old)	\$13 buy.
Do. (new)	\$13.50 nom.
Star Farms	\$68 buy. 484 ss.
China Light (old)	\$12.40 buy. 12.60 ss.
Do. (new)	\$12.40 buy. 12.60 ss.
H.K. Electric (old)	\$52.65 buy. 521 ss.
Do. (new)	\$51.40 buy.
Macao Electric	\$385 buy.
Telephone	\$5.70 buy.
China Buses	\$14.11 buy.
Singapore Traction	\$14.11 buy.
China (Prof.)	\$14.11 buy.
China Sugars	\$14.11 buy.
Malayan Sugars	\$17 nom.
Canton Ice	\$34 sel.
Cements (combined)	\$9.90 buy. 10 ss.
Do. (old)	\$4.40 buy. 4.40 ss.
Do. (new)	\$4.40 buy.
H.K. Ropes (old)	\$3.45 buy.
Do. (new)	\$3.45 buy.
United Alabets	\$5 nom.
Dairy Farms	\$321 buy.
Watsons	\$141 sel.
Der A Wings	\$30.50 nom.
Lans Crawfords	\$32 buy.
Macintoshes	\$20 nom.
Sinceres	\$34 buy.
Wm. Powell	\$24 buy.
H.K. Amusement	\$34 buy.
H.K. Commercial	\$17.35 buy.
Equa India C.B. Bonds	\$4 buy.
H.K. Govt. Loans	67 prem. buy.

buy—buyers; sel.—sellers; ss.—ss.; nom.—nominal.

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Bill Lucas' Dance-O-Patons Band of Jazzy Musicians will provide you with the Latest Dance Music. Open for Engagements at Anytime. Write or Phone, always there. PHONE CENTRAL 998, or write to "MIGNON," 213, WATSON ROAD. [970]

Hong Kong 1/112
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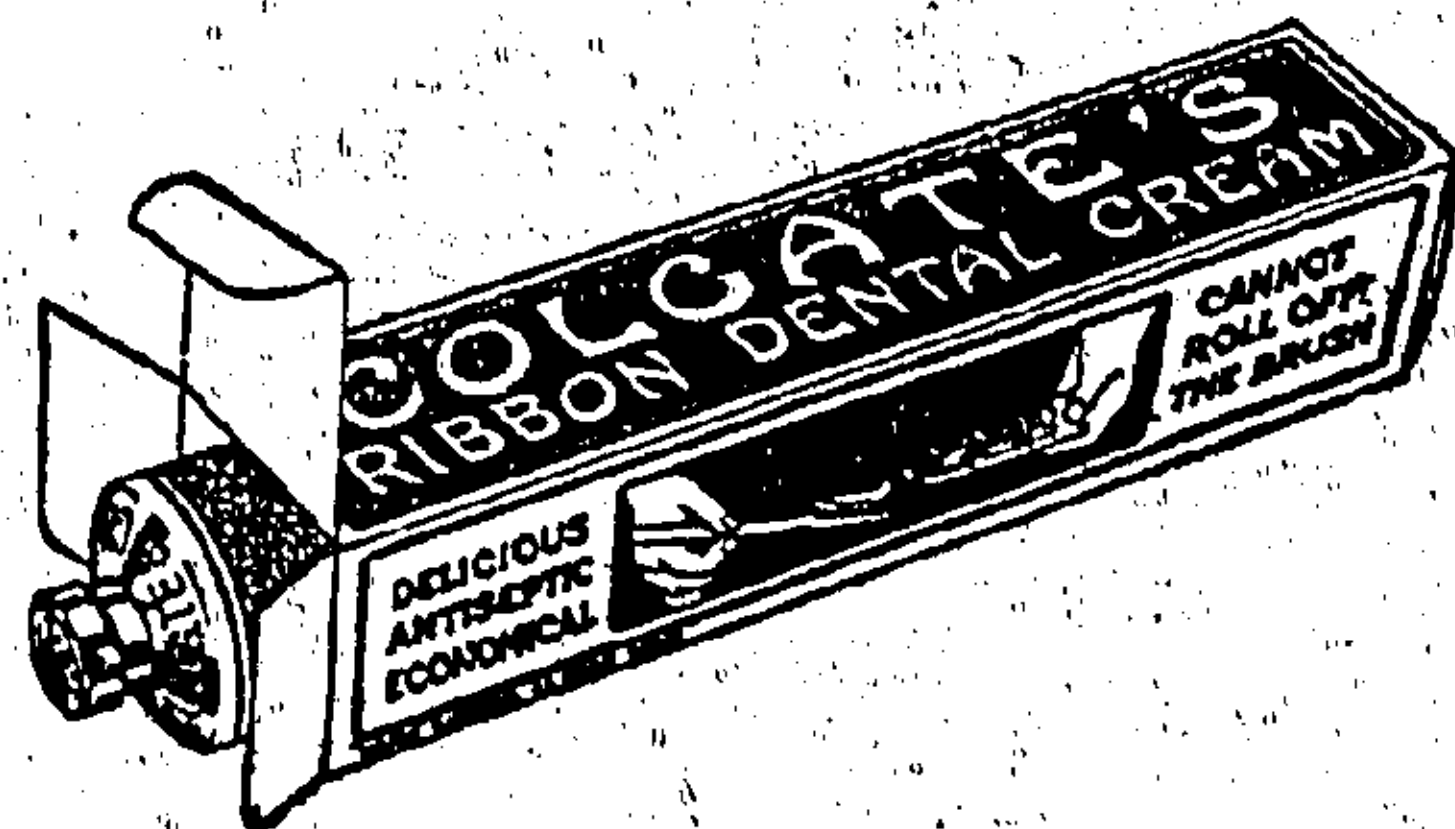
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July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

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Government Offices and Justices of the Peace.

Alphabetical list of Firms and names of staff.

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Chinese Chamber of Commerce, Hong Kong.

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ROUND THE POLICE COURTS.

A CHINESE WITH A LONG KNIFE.

AT CENTRAL MAGISTRACY.

A Chinese who was caught after a chase in Water Street early on Sunday morning was found to be in possession of a long knife and a quantity of white tape. Four men were noticed to be together at this early hour, and when the constable on duty approached them three of them managed to get away.

The arrested man was brought before Mr. R. E. Lindsell at the Central Magistracy yesterday and pleaded guilty to a charge of possession of the knife and tape which might be used for an unlawful purpose.

Defendant evaded an answer to a direct question by his Worship as to whether his intention had been to commit a robbery and said that the things were given to him by a man named Sai Fook.

Inspector Clark, prosecuting, stated that the knife was similar to those used in recent robberies. It was a butcher's knife.

His Worship observed that if the knife was an ordinary one, a penalty of three months' imprisonment was the most that could be imposed, but if it could be proved that the knife had been specially sharpened at the edges, defendant was liable to receive a sentence of ten years under the Arms Ordinance.

In asking for a remand for further investigations, Inspector Clark mentioned that two other men were under arrest pending identification and victims of recent robberies have been invited to come forward.

The defendant was remanded for two days.

AT KOWLOON MAGISTRACY.

SEQUEL TO "BATTLE OF KING'S PARK."

The incident in which a gang of truculent Chinese made an attack on the Club de Recreo football players and in the course of which a number were arrested by the police had a sequel before Mr. W. Schofield at the Kowloon Magistracy when three men were charged with behaving themselves in a disorderly manner. Defendants denied the charge.

Inspector Marks gave an outline of the fight which took place on the King's Park ground, and which was reported in the Daily Press yesterday. He said that when the police arrived on the scene the three defendants were found to be carrying stones and another man had a bamboo pole. There was, however, no evidence that they took part in the fight.

His Worship intimated that the section under which the charge was brought made a person who had in his possession a spear, bludgeon, or other offensive weapon liable to a fine.

Inspector Marks remarked that a stone (which he produced) could not be called a bludgeon, but it could do a lot of damage.

In reply to his Worship, defendants said they were willing to be bound over for their future good behaviour, and they were accordingly asked to provide sureties of \$50.

COOK'S FAULTY MEMORY.

When a Chinese who had worked as a cook on the s.s. *President Jefferson* was charged with the theft of a blanket and a towel belonging to the vessel, he stated that he forgot to leave the articles behind when his services terminated.

The articles were found by an Indian watchman in defendant's bag as he was leaving the ship after a trip to Manila and back as a substitute cook. It was pointed out by a police officer that the articles were supplied to the employees for use while serving on the ship.

His Worship was inclined to accept the defendant's story that there had been a lapse of memory and ordered the man to provide a bond on a surety of \$50 to be of good behaviour for one year.

(Continued on next Column.)

HONG KONG POLICE RESERVE.

ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, September 18th and 25th, at 8 p.m. sharp. All members of the Chinese and Indian Companies and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, September 20th, at 5.34 p.m. sharp for Squad Drill under Sergeant Condon. Dress: Mufti.

Chinese Company.

STRENGTH.

Constable R37 Chun Kwok Chee is permitted to resign on leaving the Colony and upon completing one full year's service with effect from September 17th.

Constable R92 W. S. Zons has been taken on the strength of the Chinese Company as from September 13th.

TRAINING.

Constable R66 Lawrence S. Y. Wong has passed his examination in Part II. of Training Course (knowledge of Police Duties and Regulations).

All advanced men of the Chinese Company will attend at the Central Police Station on Thursday, September 20th, at 5.30 p.m. sharp for rifle exercises, extended order and baton drill under Sergt Condon. Dress: Mufti; rifle, belt, side arms, and truncheon to be carried.

Indian Company.

All ranks of the Indian Company will parade at Central Police Station for drill under Sergt. Condon on Tuesday, September 25th. Fall in at 5.30 p.m. sharp.

An inspection of uniform and other equipment will also be made by the Company Commander at this parade. Dress: White uniform, cap with white covers, belt, truncheon, whistle, armband, "pocket policeman" and note book to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The equipment officer will come prepared to check off the equipment.

Flying Squad.

TRAINING.

The following members of the Flying Squad have passed their examination in Part II. of Training Course (knowledge of Police Duties and Regulations):

Constables R309 Robert Young, R305 Lo Shiu Wah, and R343 Mok Fung Yee.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, September 18th. Fall in at the Tsimtatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, September 20th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

EQUIPMENT.

All members of the Company who have not yet sent in their equipment form to the O. I./C. are requested to do so as soon as possible. (Sgt.) W. KENN, A.S.P., Adjutant.

Hong Kong, Sept. 18th, 1928.

THIEVING CHINESE LADS.

While one Chinese boy admitted the theft of two packets of cigarettes from a Yaumati stall, another denied it and also stated that he did not run away but only walked fast. The case against them was that the first defendant stole the cigarettes and ran away followed by the other lad who was standing by.

The first defendant was ordered to be caned and the other was let off on a personal bond signed by his mother.

A SANITARY PRECAUTION.

A coolie who was caught removing earth from vacant land at the junction of Kowloon Street and Nathan Road without a permit from the Public Works Department was fined \$5 by Mr. Schofield. Mr. A. C. Burford, land bailiff, informed his Worship that in removing the earth the coolies dug holes in the ground which provided breeding grounds for mosquitoes, and action was therefore necessary from a sanitary point of view.

WHITE GLOVES.

CHIEF JUSTICE SEES THEM FOR FIRST TIME.

CONGRATULATIONS TO POLICE AND COMMUNITY.

There were no cases for trial at this month's Criminal Sessions and in honour of this unusual event a pair of white gloves was presented to the Chief Justice (Sir Henry Gollan, C.B.E.) by Mr. C. D. Melbourne, the Deputy Registrar.

It will be remembered that it was possible to make a similar gift to Mr. Justice J. R. Wood last March, but such an event, as the Chief Justice pointed out, is extremely rare in the Colony.

The officers of the Court and Mr. Somerset Fitzroy (Assistant Attorney-General), Mr. H. K. Holmes, C.B.E. (Crown Solicitor), Mr. C. G. Perdue (Acting Director of Criminal Intelligence) were among those present.

Addressing the Judge Mr. C. D. Melbourne said:—My Lord, There are no cases this Sessions and I beg Your Lordship's acceptance of a pair of white gloves in accordance with the old established custom.

Sir Henry Gollan replied:—Mr. Fitzroy, Mr. Registrar, During the last 25 years I have been engaged in the administration of the law, as Attorney-General or Chief Justice, in five different dependencies of the Crown, and this is the first occasion on which I have taken part in this interesting time-honoured ceremony.

A captious critic might say that the absence of any cases for trial in Court present a flattering appearance in view of the frequency of gang robberies and the skill with which they are organised and carried out shows a certain amount of sophistication in our midst.

But the fact remains that on two occasions within the last six months there have been no cases for trial at the Sessions and I think it is a matter of congratulation both for the community to be able to lead such virtuous lives, and for our police force, our very efficient police force.

There is one other matter to which I should like to call attention and that is a statement which I have seen in to-day's papers, that the Attorney-General has met with rather a serious accident. I am sure I am speaking on behalf of the bar in wishing him a speedy recovery.

CINEMA NEWS.

HOW "CHANG" WAS MADE.

"THE BIRTH OF A NATION."

Here are some of the secrets of the jungle film "Chang," which is now showing at the Queen's. When the father of the native family—Kru—is chased through the jungle by a leopard, he finally has to scramble up a tree to escape the animal's jaws. For several minutes the leopard remains below trying to reach him. During all this time, one of the best native "shots" was perched on the top of another tree nearly aiming at the leopard as it chased Kru. Had the animal got too near, it would immediately have been shot. Meanwhile, one of the photographers was perched on another tree, taking photographs of the drama below.

The stampede of the elephants was photographed by a man entrenched in a pig with his camera pointing upwards. Hundreds of angry elephants trampled the ground all round him, but he escaped unhurt.

In another part of the picture Kru is chased by two leopards. When the first is about 50 yards from him, he turns round and shoots it dead. What would have happened had he missed his aim? There was a pit between him and the leopard over which was stretched a few green leaves and springs. Had Kru missed his aim he knew the animal would have fallen into the pit. Not satisfied with this feat, however, Kru courted death even closer, a moment later. He did not shoot the leopard's mate, but allowed it to come nearer and nearer until it fell into the pit just a few yards away from him.

"The Birth of a Nation." Hailed as an artistic triumph wherever it has been shown, D. W. Griffith's "The Birth of a Nation" returns to the World-to-day for a run of four days. As in all Griffith's pictures, the story is simple and concerns a great love in time of peril. As a background to this simple theme is a vivid account of the chaos which prevailed in America before and immediately after the Civil War. Spectacular scenes are included of gatherings of the "The Klux Klan."

Special times have been arranged for screening the picture, which is of great length. Performances begin promptly at 2.30, 6.30 and 9.15, and the orchestra plays at the 9.15 show.

THE MAGNIFICENT JUNGLE MELODRAMA



ALSO THE FASCINATING NEW TECHNICOLOR FILM

The VIRGIN QUEEN

A Romance of Queen Elizabeth and Sir Walter Raleigh.

AT THE

QUEEN'S

TO-DAY TO SATURDAY

Advance Booking for Dress Circle Daily From 11 A.M.

Times & Prices

At 2.30, 5.10 & 7.15 \$1.20, 80 cts. 60 cts. & 40 cts.
At 9.20 \$2.00, \$1.20, 80 cts. & 50 cts.
Servicemen in uniform 60 cts. to Back Stalls and 40 cts. to Front Stalls at all performances.

THE FIRST OF THE SUPER FILMS!

D. W. GRIFFITH'S

STUPENDOUS PRODUCTION

BIRTH OF A NATION

With

LILLIAN GISH—HENRY B. WALTHALL

MAE MARSH and MIRIAM COOPER.

A thrilling and spectacular drama of the chaotic times in America before and after the Civil War.

AT THE

WORLD

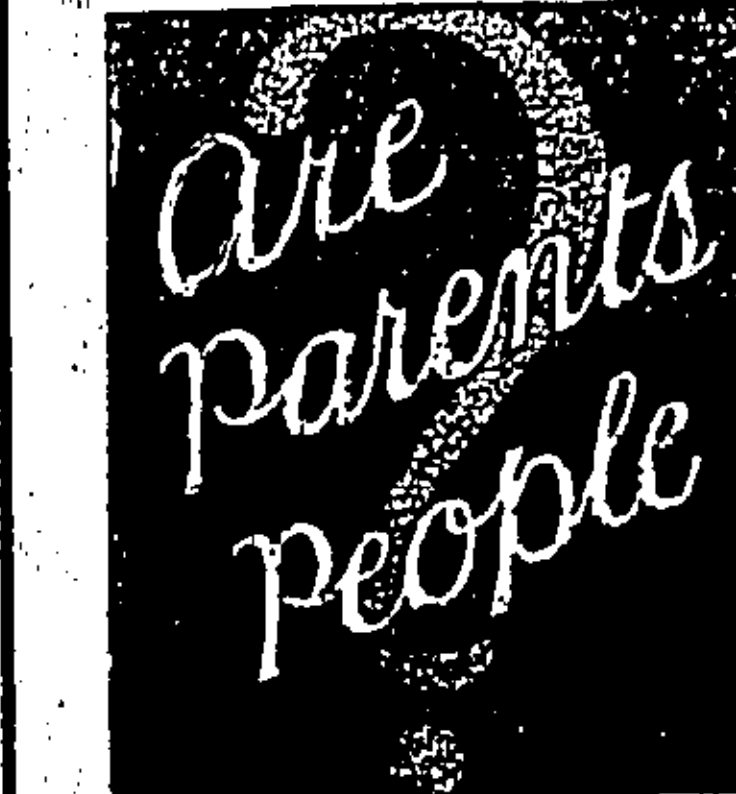
TO-DAY TO SATURDAY

SPECIAL TIMES AND PRICES

Interpreter 2.30 & 6.30.

Orchestra 9.15.

THE "PETER PAN" GIRL IN ANOTHER DELIGHTFUL ROLE



The amusing story of how a pretty girl brought about a reconciliation between her parents who had long been divorced!

with

BETTY BRONSON

ADOLPHE MENJOU

FLORENCE VIDOR

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

LINER ART GALLERY.

SIR J. DUVEEN'S SCHEME FOR BRITISH ARTISTS.

When the Cunard liner *Berengaria* leaves Southampton with returning American millionaires in October she will be a floating art gallery, lined with more than 200 pictures by promising British artists, and with sculptures everywhere.

This is the latest move on behalf of British art by British Artists' Exhibitions, the society founded by Sir Joseph Duveen to help the poorer artists who cannot afford to hold their own exhibition. Sir Martin Conway, chairman of the executive committee of the exhibitions, will accompany the floating exhibition and give help to intending buyers.

The artists will receive every penny paid for the pictures that are sold, all expenses, including insurance, being paid by the society, which Sir Joseph Duveen maintains at a cost to himself reputed to exceed £10,000 a year.

Recently the pictures that the society had sent to Buenos Aires were returned to London, less £4,000 worth that was sold there. The Foreign Office received information that the exhibition had added considerably to the friendly feelings entertained in Buenos Aires towards Britain.

THEATRE ROYAL

THURSDAY, 20th SEPT.

At 9.15 p.m.

FAREWELL

VIOLIN RECITAL

By

CECILIA HANSEN

"THE MOST POPULAR ARTIST EVER TO TOUR THE ORIENT."

POPULAR PROGRAMME

AT THE PIANO:

BORIS ZAKHAROFF.

PRICES:—\$4, \$3 & \$2.

BOOKING AT MOUTRIE'S.

DIRECTIONS:—A. STROK.

ON SALE

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1927.

Revised by Members.

PRICE:—\$5.
Hong Kong Daily Press Office.



GOLDEN PUFFS.

When Appetite fails and it is too hot to eat,

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are

Light, Delicious, Appetising.

ON SALE.

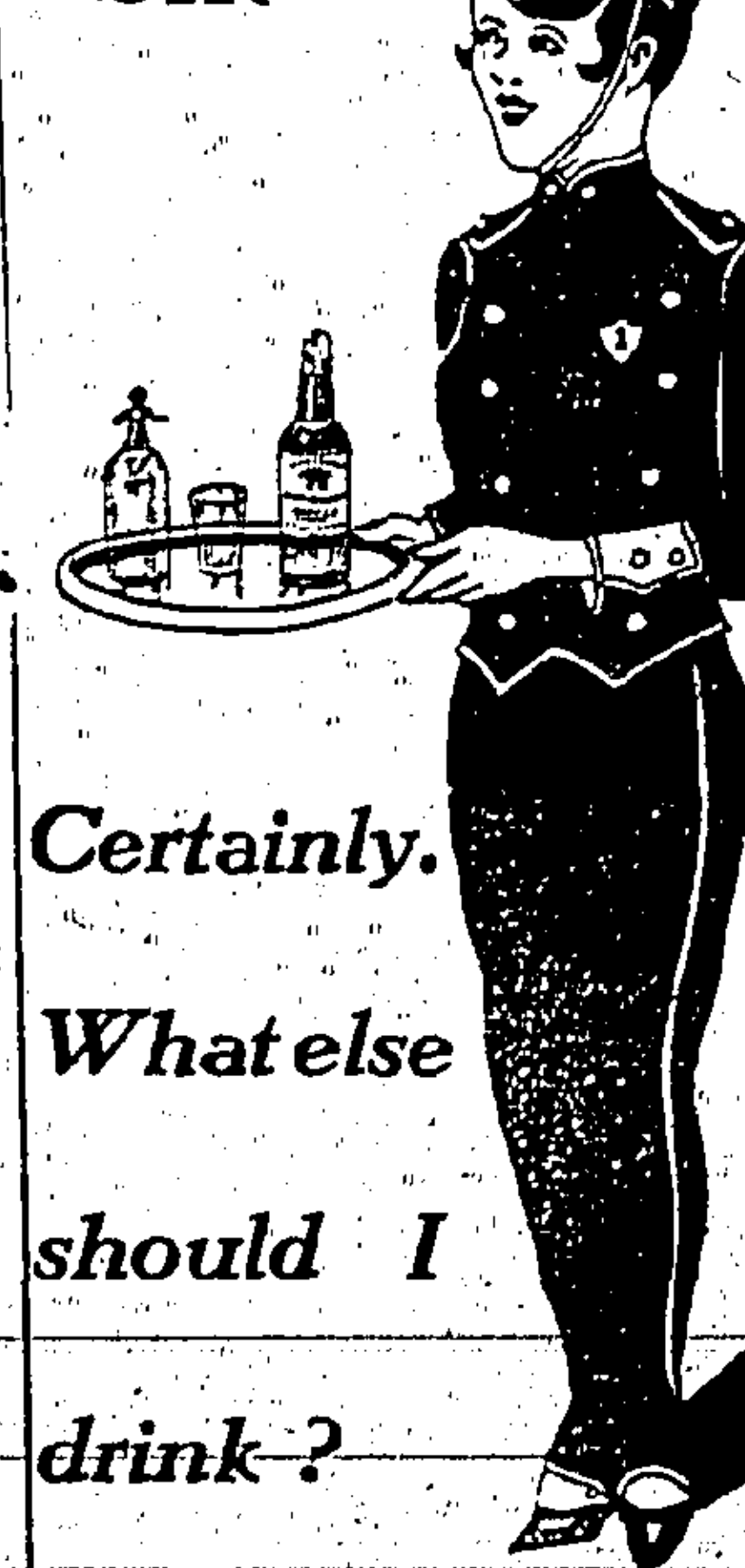
BOUND VOLUMES of the **HONG KONG WEEKLY PRESS**, January to June, 1928.

With Index, Price—\$7.50.

On Sale at the HONG KONG DAILY PRESS OFFICE.

MARCHANT'S

SIR?



Certainly.

What else

should I

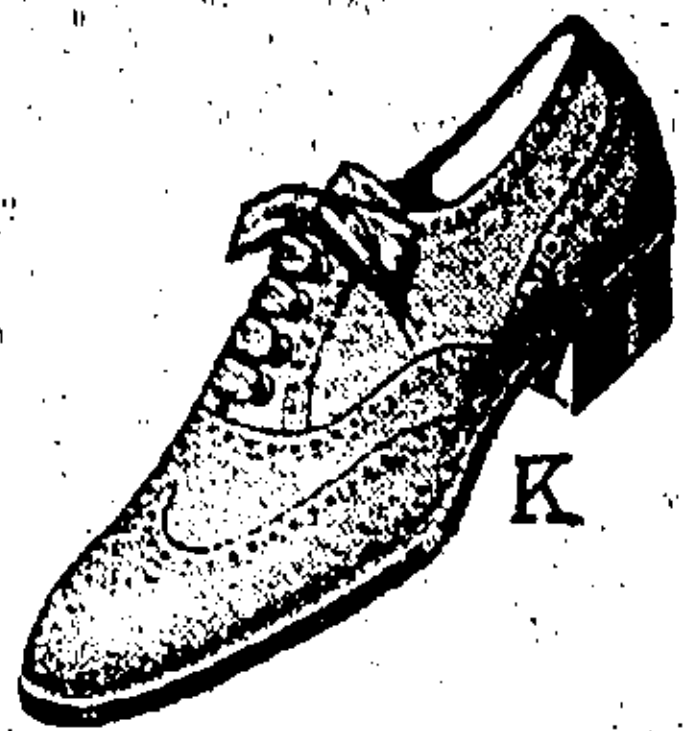
drink?

MARCHANT'S

Gold Label

Whisky.

Why K "Plus" fittings Fit.....



Instead of expecting your foot to conform to a stock shaped shoe, the makers of K Shoes have provided a special range of fittings for feet of individual shape. They are called K "Plus" Fittings and they have heel parts one fitting narrower than the foreparts.

If your Shoes seem too loose at the heel or too tight across the toes ask to try a K "Plus" fitting. There is a pair of K Shoes that will fit your feet to a nicety.

Plain or Semi brogue in various widths and half sizes.

From \$19.50, less 10% Discount for Cash

Mackintosh

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING.
DES VOELUX ROAD



Five Kings?

Yes—
when the fifth is
"KING GEORGE IV."

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HONG KONG.

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WILL OUTLAST ANY OTHER MAKE OF SHEET AT THE SAME
PRICE. MADE IN ENGLAND FROM PURE EGYPTIAN COTTON, IN
FINE MEDIUM AND HEAVY WEIGHTS.

SINGLE BED SIZE PLAIN HEMMED	DOUBLE BED SIZE PLAIN HEMMED
MEDIUM WEIGHT 9 1/2 Pairs 2 1/2 yds. x 3.	MEDIUM WEIGHT 13.50 Pairs 2 1/2 yds. x 3.
FINE 10.50	FINE 15.50
HEAVY 11.50	HEAVY 16.50
EXTRA HEAVY 12.50	EXTRA HEAVY 17.50
FINE 12.50	FINE 16.50

PURE LINEN SHEETS
SINGLE BED HEMSTITCHED 24.50 Pair. DOUBLE BED HEMSTITCHED 32.50 Pair

WHITEWAY, LAIDLAW & CO., LTD.

SUPPLEMENTARY VOTES.

SUM OF \$826,429 REQUIRED.

MEETING OF FINANCE COMMITTEE.

DETAILS OF WORK TO BE DONE.

Following the Legislative Council to-morrow (Thursday) there will be a meeting of the Finance Committee when supplementary votes totalling \$826,429 will be requested. The projects for which this unusually large sum is required are detailed below:

Mountain Lodge.
Installation of hot water system, renewing electric wiring including new heating circuit, enamelling furniture and other renewals, repairs, etc. \$18,350

Of the vote—Maintenance of Buildings, Hong Kong, \$4,000 was allocated for general work on Mountain Lodge. In addition to the work then in view it is now necessary to repair the woodwork of the large windows on the ground and first floors at a cost of \$2,500 and it is proposed to substitute white enamel for black varnish on the woodwork of the dining and drawing rooms and one sitting room at a cost of \$2,900.

It is also proposed to install a new hot water (and central heating) system at a cost—exclusive of new boiler house and other incidental works, of about \$12,000.

The electric wiring throughout has been tested and that on the first floor found to be in a dangerous condition. It is old vulcanized rubber wiring in wooden casing, and the latter has been badly attacked by white ants.

It is therefore essential to replace this worn out wiring by lead covered wiring and the opportunity will be taken to install an electric heating circuit at the same time, the total cost being estimated at \$1,650.

Police Sergeant Robertson.

Sanatorium treatment \$3,900
In 1927 Council voted a sum to cover the cost of Sanatorium treatment in respect of the first half of 1927 for Police Sergeant J. Robertson ex Hong Kong Police and it was agreed that treatment should be continued in accordance with the advice of the Scottish Board of Health.

It was not then known how long such treatment would be required and no provision was made in 1923 Estimates.

The Crown Agents' accounts for the cost of treatment from July 1st to December 31st, 1927, have now been received and further accounts are due for the period January 1st to May 31st, 1928, on which date Sanatorium treatment ceased. As from June 1st, Sergeant Robertson is to receive home treatment and it is proposed to grant him an allowance of £1 per week to cover the expense of such treatment. A vote is now requested for \$3,000 which includes the cost of Sanatorium treatment from July 1st, 1927, to May 31st, 1928, and the allowance of £1 per week from June 1st to December 31st, 1928.

Eastern Filter Beds.

Amount required to meet final payments under contract \$15,000
The provision made in the estimates was \$25,000 and the contract is now practically completed at a cost of \$15,000 under the estimate as shown below.

By an oversight the estimate was wrongly printed in 1923 Estimates as \$625,000 and the work shown for completion except retention money, in 1927. The original estimate was \$275,000 and was reduced by the decision of the Overseer's House to \$253,000. The work could not be completed till 1923 and a further sum of \$15,000 is required to meet final payments.

The following is a statement of the cost of the work:

Contract No. 12 of 1922 to complete \$393,100.00
Works outside above Contract \$144,790.00

\$537,890.00

Say \$538,000.00

Amount spent to end of 1927 \$498,340.80

Amount voted 1923 25,000.00

\$523,340.80

Amount of Supplementary Vote required \$14,659.20

Say \$15,000.00

Original Estimate of Works \$575,000.00

Overseer's House deleted 22,000.00

\$553,000.00

Actual cost of Works 538,000.00

Cost under estimate \$15,000.00

Morrison Hill Road Compensation.
Compensation to lessees of Nos. 34 and 36, Morrison Hill Road, for their property \$40,000

Provision made in the estimates was \$50,000. The properties were returned for a public purpose in 1924 in connection with the development and adjustment of roads in the district. The owners requested that the compensation should be settled on the basis of an exchange of land and monetary compensation for the buildings. Negotiations for a suitable exchange have been going on since that date, but without success, and the lessees have now agreed to accept the Government's original offer of \$40,000 for land and buildings.

Police Force Secret Service.

Provision made in the estimates for Secret Service Work was \$13,500 and it is estimated that a further sum of \$12,000 will be required to cover expenditure to the end of the year. A supplementary vote for this sum is requested.

Medical Department.

Incidental Expenses \$750
Provision was made in the estimates for \$2,100. Payment of expenses for a Nursing Sister to accompany the late Dr. J. B. Addison to Seychelles, the opening of the Venereal Diseases Clinic at the Government Civil Hospital and advertisement for a Radiologist estimated additional expenditure. It is estimated that the sum of \$750 now asked for will be sufficient for the current year.

Kowloon-Canton Railway.

Printing of Staff Rules, Tariff Book, etc. \$1,620

The amendment in 1927 of the Railway Ordinance (No. 21 of 1909) necessitated the revision and re-printing of the Rules and Staff Rules and as a result of the adoption of the metric system throughout the Railway. The Tariff Book had also to be revised and re-printed.

The cost of printing these Rules and Book is estimated at \$1,616.49. No funds are available and a Supplementary Vote for \$1,620 is requested.

Dispensaries and Dressing Station.

Rent \$74
Provision in Estimates \$2,762. The rent of the Dressing Station in Wanchai, used as an ablution centre, has been raised as from August 1st from \$155.25 to \$170 a month, and a supplementary vote is requested to meet the increase till the end of the year.

School Children's Railway Tickets.

Compensation to the railway \$1,975

It has been decided that in future a sum shall be included in the Estimates of the Education Department for transfer to the Railway to cover the loss incurred by that Department in issuing tickets at reduced rates to school children.

The supplementary vote asked for covers the estimated loss from July 1st to December 31st, 1928.

Kowloon Development.

Compensations and Resumptions \$20,000

Provision made in Estimates \$50,000. With improved conditions development has taken place more rapidly than was anticipated and the balance now remaining on this vote is less than \$100. In order to avoid hindering development a supplementary vote for \$20,000 is requested.

Sewage and Storm Water Drains.

Supplementary vote \$6,100

Provision made in Estimates \$23,000; Provision made by Supplementary Vote (No. 49) \$3,000; Total \$26,000.

The expenditure on this vote is chiefly dependent on private development and as such it is difficult to say, when the draft estimates are submitted, what progress will be made by the various lessees.

The vote is now exhausted and the Supplementary amount requested is to meet the cost of the following essential works:

(a) Sewer connections to nine houses approaching completion on L.L. 2401 \$ 900

(b) To relay 6in. sewer in Conduit Road where carried away by road level in 1927. This work could not be carried out before as the slip entailed the construction of a heavy retaining wall which is only just finished. The sewerage in the interim has been provided for by two temporary connections.

The Roads Office are now about to re-locate the portion of the road that clipped and for this reason it is essential that the sewer be re-laid now in order to obviate the cutting up of the new surfacing at a later date

1,000

(c) Temporary sewer connection to "New Sailors' and Soldiers' Home on L.L. 2814". The permanent sewers in this locality cannot be proceeded with at present; in the meantime a temporary work must be undertaken to give a connection to the new building on the lot stated 3,000

(d) Lengths of 35ft. of 18in. sewer and 30ft. of 30in. storm water drain together with the necessary manholes are required in connection with the works in hand on M.L. 430 and 431. At present a quantity of filling escapes through the openings left in the Sea Wall for sewer outfalls, and is causing silting in front of the quay wall. Filling on this area cannot be completed until this work is carried out 1,200

\$6,100

Motor Scavenging Service.

Motor lorries and core running expenses \$5,000

The provision made in the Estimates was \$20,000. The motor scavenging service has expended geographically more than was anticipated and the abolition of the Central Dust Station, consequent upon the completion of the New Fire Station and Government Offices, has entailed not only a very greatly increased mileage but also the removal by lorry of much refuse (particularly from the Central Market) that previously went to that station by hand. For this reason among others it was necessary to supplement the vote in 1927 and, by mistake, additional provision in the 1928 Estimates was not made. Up to the end of July, 1928, the amount actually spent under this sub-head was \$15,327.25 and it is estimated that the \$5,000 now asked for will suffice for the current year.

Exchange Compensation Allowances.

Vote required \$163,000

To meet the cost of the temporary extension of the table of privileged rates of Exchange which took effect from July 1st, 1928, it is estimated that a sum of \$163,000 will be required during the current year. A supplementary vote for this amount is required.

The Late Mr. H. T. Jackman.

Vote Required \$11,461

Mr. H. T. Jackman, late Assistant Director of Public Works, retired on pension on July 3rd, 1928, after 25 years' service and died on August 4th, 1928.

In accordance with the usual practice it is proposed to pay to his estate the equivalent of one year's salary less the amount of pension drawn:

One year's salary £21,200 0 0
Less pension at £355 p.a. from 3.7.28 to 4.8.28 51 17 11

\$1,148 9 1

There is at present a balance of \$3,880 in the provision made in the estimates which will remain against possible future cases during the year and a supplementary vote of \$11,461 is requested to meet the present payment.

St. Louis Industrial School.

Grant in aid \$2,000

Provision is made in the Estimates for 1929, for a grant of \$600 to the St. Louis Industrial School. This institution is doing admirable work in taking charge of destitute boys in the Colony and teaching them trades thus fitting them to earn an honest living and preventing many from drifting into the ranks of criminals. It is a practical beginning towards meeting a need in the Colony which has long been recognised but unless Government support on a more liberal scale is forthcoming it may be compelled to abandon the work in Hong Kong which at present shows great promise. In order to enable the work to be continued provision is being made in the draft Estimates for 1929 for the grant of the sum of \$4,600 for the year 1929, and an additional grant of \$2,000 in respect of 1928, is recommended.

This proposed assistance from Government will not do away with the necessity for private subscriptions and donations on which the Institution must depend for the provision of larger and more suitable premises and better accommodation. This support there was every prospect of obtaining before the present period of trade depression; and it is to be hoped it will be forthcoming again in due course if the Institution can be tied over the interval.

P.W.D. Transport Expenses.

Travelling expenses in P.W.D. \$4,000

Provision made in Estimates \$8,000. The Transport and Travelling Expenses Vote for 1928 has been found to be insufficient. The Supplementary amount requested is to meet the necessary expenditure under this heading to the end of the year—viz., principally bus, tram and ferry tickets for foremen, waterworks inspectors, Chinese electricians and surveyors, etc.

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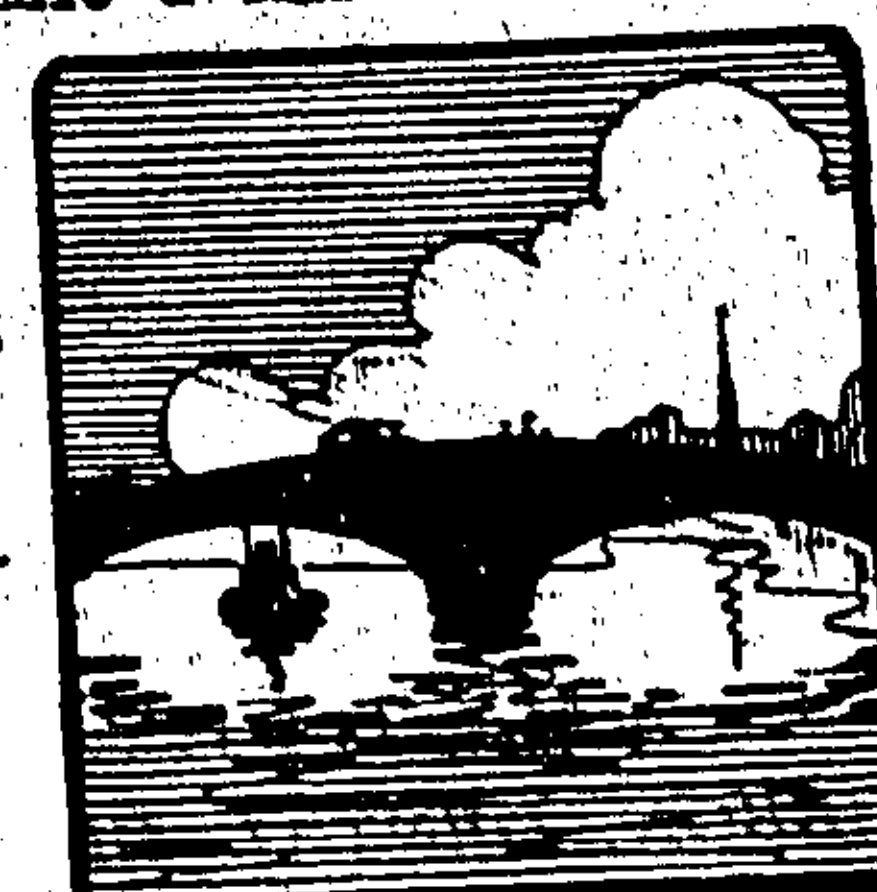
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Maintenance Of Buildings.

Vote required \$28,000

Provision made in estimates \$170,000.

The vote has proved insufficient owing to the inclusion in the maintenance programme of certain recently constructed buildings and to a general increase in the amount of work found necessary as a result of the economy exercised during the past three years.

Slipway At Yau Ma Tei.

Vote required \$600

Provision made in estimates \$3,500.

It was found in 1927 that repairs to the steelwork of the Slipway Pier were necessary, the cost being estimated at \$3,950. There were not sufficient funds in the vote for 1927 and only repairs costing \$1,500 were carried out last year and the balance of repairs costing \$2,450 were done in April this year.

The payment of this amount has left insufficient funds for 1928 current expenses.

To date \$3,486 has been spent and a further sum of \$600 is required.

Deficit In Supreme Court Accounts.

A vote for \$7,818 is requested to meet a deficit in the Supreme Court Accounts. This deficit was occasioned by the failure of the Auctioneering firm employed by the Government to pay into Court the proceeds of certain sales by auction conducted by the firm under the order of the Court in connection with certain distraints and executions.

There is no prospect of being able to recover this sum from the firm which ceased to carry on business in the autumn of 1926 when its effects were sold under an execution.

Kai Tak Aerodrome.

Vote required \$444,000

This expenditure is to be recovered from future loans.

Owing to the contribution by the Imperial Government to the Aerodrome being fixed at \$100,000 it is necessary to allocate further funds to meet the estimated expenditure for 1928.

The position is as follows:—

(a) 1. Total amount available for Aerodrome Site and Harbour Development from Loan A/C, Home Government and Hong Kong and Kowloon Wharf and Godown Co. \$2,551,520.20

2. Less final contributions from Home Government payable on completion of Aerodrome Site. 295,000.00

3. Net amount available 2,256,520.20

(b) Expended to 31.12.27:

1. Harbour Development 163,466.00

2. Aerodrome Site 1,213,840.00

(c) Available for works from 1.1.28 879,185.11

(d) Estimated expenditure for 1928:

1. Harbour Development 448,187.20

2. Aerodrome Site 875,000.00

(e) Deficit 444,002.09

Steam Launch Hire And Transport.

Vote required \$600

Provision made in estimates \$750.

Travelling expenses of Government Marine Surveyors were allowed for as "Motor Allowances." Only three Surveyors, however, possess Motor Cars and can properly draw allowances from this sub-head, and it has been necessary to draw travelling expenses of the remainder from sub-head 15, "Transport."

Further owing to pressure of work it is necessary to hire substitute launches to replace Post Office and Prison Department launches when these are laid up for repairs. No provision for this was made in the 1928 estimates. Owing to these extra expenses \$741 have already been spent from sub-head 15 and a further sum of \$600 is now required.

(Continued on next Column)

Railway Stores Depreciation.

Vote required \$27,981

333.95 tons of Russian rails together with 44.39 tons of fastenings at an average rate of \$112.95 per ton were taken on charge in the Railway Stores in 1918. These rails were intended for the use on the proposed siding to the Green Island Cement Works at Hok Un, but as this scheme has been abandoned, there is no further use for them, as they are too light for the main line. In view of the fact that there is no possibility of recovering this sum, with rails now being rolled at 27 per ton, it was decided that the rate should be written down to \$40 per ton so as to reduce the amount at which they stand to a reasonable figure. The write-off amounts to \$27,980.77. As no provision has been made in the current Estimates for this depreciation, a Special Vote for this amount is now asked for.

Local Examination Fees.

Entry fees for local examinations \$3,779

Provision made in estimates \$2,600

Provision made by Supplementary Vote (No. 53) 279

Total \$2,879

The above sum is payable by Government in respect of entry fees for the local examinations to be held in November, 1928, and would normally be paid from 1929 estimates.

Such entry fees are payable in advance, but it has been the custom for the University to present debit notes in the early part of the year following, in respect of these entry fees that are due from Government.

The University now wishes to collect the fees during the year in which they are due.

The entry fees for the 1927 examinations have been paid from the current estimates and this has exhausted the provision made under the relevant sub-head.

Victoria Gaol

Demolition of flank wall and re-erection in new position \$2,000

The proximity to adjacent buildings of the existing flank wall of "D" Hall affords facilities for escape, to remove which it is proposed to set back the wall.

Furniture.

To meet requirements to end of year \$10,000

The provision made has amounted to \$15,335

This vote is a general one and is used to meet the cost of repairs and some new furniture as far as possible for all Government Departments.

The expenditure during the past three years is as follows:—

1925 \$59,134.00

1926 23,463.00

1927 29,708.00

This year's vote is practically exhausted and the Supplementary amount now requested is to meet the cost of certain repairs at present

CANTON'S NEW COINS.

GOOD QUALITY BUT EXPENSIVE JOB.

MERCHANTS ENTERTAINED AT MINT.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 18th.

The new 17th year coins, made from the melted 13th year twenty-cent pieces, are now making an appearance in the Canton market. The facial appearance of the new money is quite different from that of the old. Instead of having English words on them, they only bear Chinese characters. In the front is engraved a picture of the late Dr. Sun Yat Sen in bold relief. On the back the words "Twenty cents" and written in Chinese in addition to the date. Around the words "Twenty cents" is a design of a wreath of corn symbolizing prosperity. The new coins have a slightly smaller diameter than the old ones but are, therefore, thicker which makes the weight exactly the same, being one mace, 4.4 candareen. The composition of these new coins is 70 per cent. silver and 30 per cent. copper.

\$40,000 A DAY WITH RUSTY MACHINERY.

The Canton Mint is daily turning out between forty and fifty thousand dollars of these new coins. The capacity output of the Mint, according to Mr. Wang King Hong, Managing Director of the Mint, is \$100,000 a day. At present this cannot be realized, however, owing to the rusty condition of the machinery and the small number of employees at work. But the Managing Director is hoping to increase the output to the capacity as soon as possible. At present there are about 50 staff members and about 180 labourers working in the Mint.

In order to inspire confidence among the merchants with regard to the new coins, Managing Director, Wang and Mr. Ip Tsing, Vice-President of the Central Bank of China, invited the leading merchants to an elaborate banquet at the Mint premises. After the feast these merchants made a thorough inspection of the machinery and saw the processes of coining. Tests were conducted by experienced chemists in their presence, all of which showed that these new coins are up to standard as far as the percentage of silver was concerned.

EXPENSE TO GOVERNMENT.

According to the finance authorities, the reminting of the 13th year coins is an expensive proposition for the Government. Although the old coins are purchased by the Government according to their percentage of silver, the Government has never taken into consideration the cost of the undertaking. In reminting ten million dollars of new coins, the total cost in overhead expenses has been estimated to be in the neighbourhood of \$400,000. If twenty or thirty million dollars are to be reminted, the Government will lose nearly a million dollars. It is not known how many new coins will be issued. The authorities are of the opinion that this will depend upon the amount of the rejected 13th year coins taken in.

The Government has been collecting the unwanted 13th year coins for the past 15 days. The total amount taken in is now \$2,287,818. The money changers and peddlers are doing good business in buying these coins from the people at from 15 to 30 copper cash for each twenty-cent piece, the exact price depending on its sound as well as its appearance.

The Government has issued a general warning to the people not to discriminate against these new coins in any way. They must be accepted at face value. The police have been instructed to apprehend any one who dares to refuse to accept or discount the new coinage.

BUSINESS CRISIS IN SWATOW.

THE MERCHANTS AND THE TAX BUREAU.

EXPORT STOPPED: THREAT TO CLOSE ALL SHOPS.

PEOPLE SUFFERING.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, September 18th.

The officials here appear to do as they like. They are certainly not controlled by Canton and owing to corruption and squeeze business is exceedingly difficult. As soon as one trouble is settled another crops up and the people generally are having a very bad time.

At the moment the mercantile community and the Surtax Bureau are at loggerheads and there is no saying how the quarrel will end. It will be useful to recall the origin and record of the Bureau in order that the present position may be understood. At the end of 1926, it will be remembered, the Canton Government with the consent of the Foreign Powers, and particularly with the consent of Great Britain, introduced an inland surtax of 25 per cent. on both imports and exports—this being a half of what was charged by the Maritime Customs. It was argued that the surtax was necessary to raise money to call off the boycott and to pay the strikers, but it was promised that when the strikers were paid their compensation the surtax would be withdrawn. It was only to be a temporary measure.

After all the strikers had been dismissed from their quarters in Canton, however, the Government said the surtax must be continued because funds were urgently needed to pay for the Northern expedition against Marshal Chang Tso Lin. Then the Northern expedition came to an end, but there was no sign of the removal of the surtax, on the contrary its collection was made more stringent. Hitherto, the Inland Tax Bureau have simply made the merchants pay half of the routine Customs charges. Now they want to start their own examination shed where packages of goods must be opened.

As may be imagined there are a thousand and one ways of squeezing by the tax inspectors. If there is the slightest mistake on the part of the merchant he will be liable to a heavy fine or imprisonment. It is impossible to go into all the details of the method of collection, but it may be stated that the inspectors unquestionably do their utmost to find faults with the merchandise.

At first the merchants contented themselves with sending in petitions to the Director of the Inland Tax Bureau, praying that the new scheme should not be put into force. These petitions had no effect. Then followed a strong protest, but little notice was taken of this. Finally the merchants called a meeting at the Swatow Guild, at which 48 trades were represented, and a resolution was passed that no export cargo would be shipped as from the 12th inst., until the scheme of the Inland Tax Bureau had been cancelled. It is the intention of the merchants to stop importing also if the Tax Bureau does not quickly give way, and if the worse comes to the worst the merchants, it is stated, will order all the shops in the town to be closed entirely.

The matter stands at the moment of writing. It was rumoured last evening that the Director of the Surtax Bureau had promised the Chamber of Commerce that he would make the regulations covering the collection of tax less severe, but the boycott enforced by the merchants against the Bureau is still in force and it is too early yet to predict what the upshot will be.

It is the general opinion that if all the rules drawn up by the Bureau are insisted upon the shops would have no alternative but to close because the extortions are unbearable.

FINANCE BUREAU.

It is also announced that the Director of the Swatow Finance Bureau intends to introduce a tax to be known as the "Capital tax." The intention is to collect one per cent. per annum on the capital of each shop, bank, firm or company in this Port. For this purpose he reserves to himself the right to scrutinize the private ledgers or balance sheets of all the business houses. Naturally the merchants resent this most strenuously, and their resentment is easily understood. If a firm was in difficulties the exposure of its private ledgers might force it quickly into bankruptcy.

CANTON GOVERNMENT TAXES.

LONG EXAMINATION BY PUISNE JUDGE.

"YOU MUST HAVE INFLUENCE TO GET A GOVERNMENT JOB."

PECULIARITIES OF CANTON ADMINISTRATION.

An interesting case involving the special taxes raised by the Canton Government for the Northern Expeditionary Force, was heard yesterday in the Summary Court before Mr. Justice P. J. Jacks.

The plaintiff, Ching Po Cheung, a medicine dealer, claimed \$1,000 for work done in collecting taxes for the Canton Government, from Lee Kwong Yip, of 41, Des Vaux Road West, who had employed him as a collector. The defence was that Yip was an agent of the Canton Government and, therefore, not responsible for the claim.

His Lordship found for the plaintiff and made an order for immediate payment.

Mr. F. X. d'Almada was for the plaintiff and Mr. C. A. S. Russ for the defence.

Mr. Russ caused some amusement at the opening of the case by objecting to the admission of the document, signed by the defendant in which he agreed to pay the claim if found correct, on the ground that it was not stamped. He said he was bound to bring to His Lordship's notice anything that deprived the Colony of its revenue.

Plaintiff's Story.

Mr. d'Almada said that defendant might have been an officer of the Canton Government or he might have had the monopoly from the Government for the collection of taxes. In any case he had employed the plaintiff as a sub-officer for the purpose of collecting taxes in Kingchow and Ngaihow, Hoihow.

The plaintiff went to those places, but in November, last year, was recalled by the defendant and ordered to close the branch office to Hoihow, and bring back to Hong Kong all account books and papers. In the meantime, the plaintiff had made disbursements in the form of wages. However, he returned to Hong Kong with his accounts, which he had made on behalf of the defendant. He rendered them to the defendant who gave an acknowledgment in which were words meaning that he had to get his partners to verify the account before paying it. Mr. d'Almada added that they knew of no other partners, the plaintiff was engaged solely by the defendant.

Within Jurisdiction Of The Court?
His Lordship asked whether the case was within the jurisdiction of the Court.

Mr. d'Almada said that defendant had submitted himself to the jurisdiction of the Court. The plaintiff, moreover, was appointed in Hong Kong, he had rendered accounts to the defendant in Hong Kong, and if the defendant wanted to claim the Court had no jurisdiction, he should have entered an appearance under protest.

Mr. Russ said that the defendant saw a notice in the newspapers with regard to the case as a result of which he actually came to Hong Kong to contest the matter and had submitted to the jurisdiction of the Court.

Mr. d'Almada commented that he had written several letters to the defendant by whom they had been received in Hong Kong. "He knew very well of the intended case," added Mr. d'Almada.

The plaintiff in the witness box told the story of his engagement by the defendant. Cross-examined by Mr. Russ he denied that he had collected taxes for the Canton Government.

Mr. Russ: Have you ever heard of private people walking about collecting taxes without getting the police on their track?—I haven't heard of that but I was engaged by the defendant personally.

Plaintiff agreed that the defendant was acting for the Canton Government and that he was the head of a sub-department for the collection of taxes. He further admitted that the order he received for the winding up was signed by the defendant as head of the sub-department.

Defendant In The Box.

The afternoon session opened with the defendant in the witness-box. Mr. d'Almada questioned him with regard to the document which he had signed. The defendant said that he had draughted a form of acknowledgment of the money claimed for to which the plaintiff had objected. He then wrote at the plaintiff's suggestion another acknowledgment in which he agreed to pay the money if after investigation by his partners it proved to be true. He had warned the plaintiff that in any case he could not pay the money without the consent of the Canton Government.

Replying to Mr. Russ, the witness said he had reported the matter to Canton but they had said he could prosecute the plaintiff himself.

if he wished in Hong Kong as "he is my juki and in the Chinese Government you go from one step (rank?) to another."

Puisne Judge Cross-examines.

His Lordship: You say that you were a servant of the Canton Government?—Yes.

For how long?—Four or five years.

Are you still?—Not at the present, but I am looking for another post.

Why are you not still in their employment?—If the Government will not give me any office I can not stay in their employment.

Jack Of All Trades.

The witness then went on, in answer to His Lordship, to say that he had not been employed continuously during the last four or five years. He had been in both military service and in the Shipping Department. He was a "sort of writer" in the 5th division for half a year and left to take a better job as a traffic inspector on the Railway. He held this job for six months at a salary of \$220 per month with no perquisites, and had left because his immediate superior had resigned and as he had been employed by this man he had to follow. For three months he was without employment and then found a post in the Shipping Board at Swatow as a sub-manager at a salary of \$180 a month. He had to issue licences to junks and other vessels. He stayed for one month and then returned to Canton where he was out of work again for three or four months before obtaining the post of tax-collector over a big district. He was appointed sub-manager of the district by the Chief of the Northern Expeditionary Force Office. His work was to raise funds for the Northern Expedition by taxes on boats and he carried out the work according to instructions.

How To Collect Taxes.

The Government knew how much money he collected by a counter-foil system. He had a book with four perforated slips, two were returned to the Canton Government, one was given to the boat and one kept in the District Office. An inspector visited the district at intervals to see that he was not raising money illegally. He made his return of cash to the Government when he had collected a good sum, about \$1,000, in his office in Hoihow through a messenger whom he sent to Canton by boat. He was responsible for this man, and had asked no security from him as he trusted him. He, on the other hand had given the Canton Government \$2,000 as security.

Differs From Other Governments.

His Lordship: This was rather an important job in a big area?—Yes.

You were made a superintendent after only one month's similar experience in Swatow?—The Canton Government differs from other Governments. You have to get jobs there by a certain amount of influence.

And pay money too, I suppose?—No, only a deposit as security.

Difficulty In Getting Deposit Money Back.

Did you get your deposit back?—No, there is always difficulty in getting deposit money back from the Canton Government.

Your pay was \$300 a month, you worked six months which means \$1,800 and your deposited \$2,000; that means you were \$200 down?—Yes.

Witness continued that he had made applications to the Government but they had no money to repay him. He had also applied to the Northern Expeditionary General who had appointed him, but this gentleman told him that his security money had been handed to the Finance Commission who had "dispersed with it." He had promised his guarantors to pay back their money when his deposit was refunded to him. He owed no one but could not pay.

His Lordship made an order for immediate payment.

INSANITARY WELLS.

ADVISABILITY OF FILLING THEM IN.

SANITARY BOARD POSTPONES DECISION.

The questions asked by Mr. J. P. Braga, about Kowloon Tong and the state of the public bathing beaches, at the meeting of the Sanitary Board yesterday together with the answers he received, appear in another column. The only other business of public interest was in connection with wells situated at Nos. 6 and 8, Wing Kut Street, about which there was a certain divergence of opinion.

It appears that these wells were built in 1924 with an idea of supplying the water for a flushing system which was subsequently refused by the Board. The wells which are covered in are only used by the residents of the district in times of water shortage and when examined recently were found to be in a most insanitary condition. The state of the water drawn from them was such that the Chairman, who advocated filling up the wells, said he did not feel that the Board, if they had a sample of the water before them, would feel it necessary to have an analysis made before deciding on its insanitary properties. He pointed out that it would be next to impossible to enforce an order that the water should only be used for washing purposes.

Mr. Wong Kwong Tin said that considering the hardships which the people of such districts had to put up with during a water shortage he felt it undesirable to cut off this supply. He mentioned that he had observed people using water from the gutters for drinking, which water he felt must be still more insanitary, and that as long as there was any fresh water for drinking purposes he believed that the well water in question would only be used for cleaning, and its use for this purpose would help to conserve the small supply of drinking water.

The question was held over till the next meeting of the Board.

Those present were:—Mr. W. J. Carrie (Chairman), Dr. G. W. Pope (Medical Officer of Health), Dr. W. V. M. Koch, Dr. S. C. Ho, Dr. S. W. Teo, and Messrs. J. P. Braga, Wong Kwong Tin, and J. J. Watson (Secretary).

the plaintiff whom he had employed to assist him in collecting taxes over a certain district.

"The Whole Thing Is Grotesque!"

Mr. C. A. S. Russ is his submission for the defence, which was conducted in a particularly lively manner, said that the claim was preposterous. The plaintiff had been in the office for several months as a collector and could not account for any money he might have raised. He had collected \$300 odd and put in a bill for over \$1,000 expenses. The whole thing was grotesque and the plaintiff must, if his story was true have been the most expensive tax collector any government had ever employed.

He submitted that his client's action had been perfectly reasonable when the claim was presented, he had said as every other business man would, that he would pay if it proved to be correct, and had signed to that effect.

Mr. d'Almada, in reply, pointed out that the defendant had signed an acknowledgment that he had compared and checked the account and had said in the witness-box that he was responsible for the men employed by him as assistants. The defendant was not a Government agent but a tax farmer. Had he been a Government servant he would have signed subject to the approval of the Canton Government not of his "partners" who were in fact his guarantors.

Plaintiff's Story More Reasonable.

His Lordship giving judgment said:—The plaintiff's case has been called grotesque by the defence, but I am inclined to think that the defence is even more grotesque. I am of the opinion that the plaintiff's story is the more reasonable of the two.

Judgment was given for the plaintiff. Mr. d'Almada asked for an order for immediate execution the same night, as he said otherwise the defendant might go away to Canton without paying.

The Counsel for the defence opposed and asked that the case might be heard in chambers on Saturday and that payment might be made by instalments then to be arranged.

His Lordship made an order for immediate payment.

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G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th DAY of SEPTEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CHOWN LAND at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1888, with the option of renewal of the Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one (or further) term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Up to Price
1	New Kowloon Inland Lot No. 1168	Junction of Kowloon Street and Shau Shui Street	As per plan	3.980	26	4312

[6725]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the following Scrip Certificates—dated 9th June, 1922, for 80 Shares numbered 7155/7234 in the Name of MESSRS. GEORGE KING & CO., of SHANTUNG, and No. 2507 for 10 Shares numbered 7015/7024 in the Name of MESSRS. LUCY ELIZA KING and MESSRS. GEORGE CHATFIELD KING, FRANK EDWIN DIXON and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), have been LOST, and should the Same not be produced before the 2nd OCTOBER, 1928, NEW CERTIFICATES will be issued to the said MESSRS. GEORGE KING & CO. and MESSRS. LUCY ELIZA KING and MESSRS. GEORGE CHATFIELD KING, FRANK EDWIN DIXON and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), and No Transaction taking place under the Old Scrip Certificates will be recognised by the Office.

JARDINE, MATHESON & CO. LTD., General Agents, Hong Kong, 18th Sept. 1928. [6722]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, NEILLAGE BROWN, of Hong Kong, HEREBY GIVE NOTICE that in consequence of our desire to conform with the Names of Similar Vessels owned by us, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "TAIKOU KING" of Hong Kong, Official Number 137878 of Gross Tonnage 35.21 tons, Register Tonnage 33.24 tons, heretofore owned by TAIKOU SUGAR REFINING CO., LTD., 8, BULLYER SQUARE, LONDON, E.C.3, for the Permission to Change her Name to "YENTAI" and to have her registered in the New Name at the Port of Hong Kong as owned by CHINA NAVIGATION CO. LTD.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the appearance of this Advertisement.

Dated at Hong Kong this 12th day of September, 1928. (Signed) NEILLAGE BROWN. [6716]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 26th and on MONDAY, 27th OCTOBER, 1928 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club, and CANTON WAY BAY STABLES.

Entries will CLOSE at 12 O'clock Noon on SATURDAY, 22nd SEPTEMBER, 1928. [6668]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y92 for Twenty Shares, 24 Per Share Paid Up, Numbered 113139/113149 in this Society standing in the Name of CHO YIK TONG of SHANGHAI, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed CANCELLED and of No Effect, and A NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager, Hong Kong, 14th Sept. 1928. [6718]

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The Daily Press.

HONG KONG, SEPTEMBER 17th, 1928.

MERCHANTS' REVOLT IN SWATOW.

A WEEK or two ago we warned the Canton Government that, in its eagerness to raise money for expensive schemes of reconstruction, it was running considerable danger of killing the goose that laid the golden eggs. The great bulk of revenue must come from commercial activity, and if trade is unduly hampered by taxation it will automatically stop. The warning was uttered because the Canton merchants were protesting that the burdens being placed upon them were becoming greater than they could bear. It was considered that matters were reaching a climax

INTIMATIONS.



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PHONE C. 616.

Judging by the letter from our Swatow correspondent, published in this morning's paper, however, the position of the Canton merchants is a happy one compared with that of their colleagues in the mere northern port. Swatow, of course, comes under the jurisdiction of Canton but apparently little or no Government control is exercised over the subordinate officials in charge of affairs. They have been given a free hand with disastrous results, for the crisis, foreboded and feared in Canton, has actually been reached in Swatow. The merchants there, driven to desperation by the steadily growing extortions of the tax collectors have resolved to stop exporting goods and are threatening to cease importing also unless there is a distinct improvement in the situation very shortly.

The trouble arises out of the two and a half per cent. surtax imposed as a temporary measure in 1926 to provide compensation for the strikers. This tax has been paid in Swatow, as elsewhere, without very much complaint and probably would be paid in future if it were levied in proper form on the schedule of the Maritime Customs. But now the Swatow officials want to go a step further and to establish that which amounts to a Customs Service of their own. They have secured an examination shed and demand that all merchandise should be opened and examined by their own inspectors. This offers so many opportunities for "squeeze,"

and the prospect of heavy fines and possible imprisonment for the slightest mistake is so clear, that the merchants have virtually gone on strike. Forty-eight traders were represented at a large meeting held at the Swatow Guild which resolved to stop all exports until the Tax Bureau altered its rules.

Such is the actual commercial position at our very doors. Now it is interesting and instructive to turn to the rubbish which is being circulated in America in relation to it. Commenting upon the visit of Sun Fo to New York, the *Christian Science Monitor*, a responsible paper with a world-wide reputation, says: "This American-trained Chinese patriot is to attend conferences preparatory to enlisting the co-operation of governmental and industrial leaders in the States in the rebuilding of the amorphous Asian Republic into a modern nation. He summarizes his mission in this way:

Our régime seeks to initiate a programme of general education and reconstruction work throughout China, and to push it as rapidly as possible. At this time, it will be suggestive enough to say that the scheme includes the rebuilding of our lately chosen national capital in the South and the extension of a complete system of communications. This last will mean the construction of about 100,000 miles of railways and more than 1,000,000 miles of motor roads. We must link up our 4,000,000 square miles of territory. This is imperatively essential if we really are to unify our people and remember, please, there are better than 430,000,000 of us.

"Here, then," comments the *Monitor*, "is encouragement for hopes in the Kuomintang's permanent success. The ancient land it now administers needs industrial recuperation more than any other one thing."

With all of which will have to go, of course, financial progress; to be seen as reorganisation rather than recuperation merely. At this a beginning has been made. Tariffs figure here, naturally, and although that fact automatically brings the international factor into the equation, this phase of the complex subject is not now again to be discussed. It is enough, at this writing, to set the emphasis upon the large and instant need of economic revival "below the surface"; it is that which (appropriately to the phrase) is basic to all other state building.

It is below the spectacular events that lie the foundation stones of national traits and economic conditions, upon which must rest whatever ultimate structure is to be erected. Chinese traits are severely dependent; economic conditions, upon the most recent remains to be done before the future of to-day's genuinely "new" China is safely to be described as assured, a deal, too, is occurring this very moment—especially beneath that surface which often is the sole content of the news cables. It is this which gives promise for the years ahead.

We have endeavoured to show that much is happening "below the surface" in China, but we do not think that Swatow merchants would agree that it gives great promise for the years ahead.

The report of the Medical Officer of Health for the 24 hours ended September 17th is as follows:—Two cases of small-pox and one of enteric, all Chinese.

The case in which Tam Sze Kee is suing Li Wah Shek for \$1,000 was adjourned sine die at the Summary Court yesterday afternoon. Mr. Justice Jukes held that the note was insufficiently stamped.

The draft estimates of revenue and expenditure for 1929 give the royalty payable by the Hong Kong Telephone Co., Ltd., as \$35,500 as compared with \$28,500 in 1928; that payable by the Hong Kong Tramway Co., is increased to \$25,000 from \$20,000.

The Hong Kong Volunteer Defence Corps are arranging another promenade concert to be held on the Volunteer Parade ground on Friday, September 21st, at 7.15 p.m. The music will be provided by the band of the 1st Batt. The Queen's Royal Regiment.

The report of the Medical Officer of Health for the week ending September 14th is as follows:—Cholera: 2 new cases and 5 deaths (Chinese), one (British) death from diphtheria, six cases of enteric fever, 5 deaths (Chinese), one (Chinese) death from puerperal fever. Eleven cases of death from influenza are also reported.

A fatal collision occurred early yesterday morning between a motor-lorry and a scavenger's truck at Canton Road, Yaumatei. The driver of the lorry was knocked off his vehicle. He sustained serious injuries and was taken to hospital where he died at 12.30 p.m. The driver of the truck is stated to have been detained at the Yaumatei Police Station.

Lady Pollock informed our representative yesterday that Sir Henry Pollock was going on as well as possible. The doctors have decided not to operate.

A report was made to the Police by Mrs. Withers, who stated that while she was walking along Nathan Road at about 7.30 p.m. yesterday, a Chinese came up from behind and snatched her handbag, which contained \$15 and some subsidiary coins. The man made good his escape.

English barristers in future must not dabble in journalism. Owing to the members of the Bar having given legal advice in newspaper articles, the General Council of the Bar has issued a warning to members of all Inns. An official of the Bar Council states that disciplinary action might be taken against any barrister who might be proved to have committed a breach of the regulations. The offending member would be reported to the Bench of his Inn, and in consequence he might be suspended from practising or disbarred. A notice circulated to the various Inns states:—"The attention of the General Council of the Bar has been called in the increasing practice of legal journals, advising, or professing to advise, their subscribers. Recently a firm of publishers offered gratuitous advice on conveyancing questions to all subscribers to one of its publications. It is believed that in some cases the advice is represented as being 'counsel's opinion'." The General Council resolved that it is contrary to professional etiquette for a barrister to answer legal question in newspapers or periodicals, whether for a salary or ordinary literary remuneration, whether his name is directly or indirectly disclosed, and whether the questions answered have reference to concrete cases that have actually arisen or are likely to arise for decision.

News from Riga regarding Russian affairs is not always to be relied upon, but the cable published in these columns yesterday concerning the grain situation is probably near the truth. For some weeks there have been rumours of large purchases by Russia of grain in foreign markets, owing to a shortage of the domestic crop. These reports had been regarded as of doubtful accuracy, but the Riga message quotes the Russian papers as stating that owing to the collapse of the grain supply, the idea of exporting wheat this winter must be abandoned. Further, it is stated that a special commission has been appointed to prosecute officials who do not obey the Government's instructions for the collection of grain. It is the custom in Russia for the Government economic organs to carry out what are known as grain collections in December, January, and February, by buying from the peasants their surplus grain. The Government needs this surplus to feed the population in the towns, and to export grain in return for essential imports, such as machinery. Considerable trouble was experienced during the last "grain collections" as a result of the peasants refusing to sell their grain, and strenuous work by the responsible officials was necessary to bring the returns up to the quantity expected. Last autumn sowings were below normal, and the Government made vigorous efforts to see that spring sowings were well above the average, and so make up the difference. Russian peasants, however, are difficult people to handle, even if they are not inclined to sow their full official quota of corn, nothing can compel them to do it, any more than they can be compelled to sell grain if they feel inclined to turn it into vodka or to hoard it. A certain degree of coercion can be applied against the peasants by the Soviet officials entrusted with the task of collecting grain, but the last thing that the Government wishes to do is to alienate the mass of the peasantry.

JOCKEY CLUB STABLES

FIRE.

ENGINES RACE TO THE VALLEY.

Racing enthusiasts were much disturbed by the news which spread in the town yesterday evening at about 8 o'clock that there was a fire at the Jockey Club and many set out to investigate. Even the Fire Brigade had been put a wrong scent as the engines which raced in the direction of Happy Valley quickly altered their course to Causeway Bay in finding nothing wrong at the race course.

The fire was at the Jockey Club Stables at Causeway Bay in the servants' quarters. Appliances from Central and Wanchai Stations were on the scene a few minutes after the report was received, but on arrival their services were not called upon, the fire having been extinguished by the maels on the spot, together with a number of soldiers engaged on the Rockpool ground in work connected with the Tatsoo.

On enquiries being made it was found that the fire was caused by the fusing of an electric wire and that no damage was done. The excitement increased among passers by when some of the faithful ponies marched their masters' ponies out into the street.

"BATHING EAR."

CONDITION OF PUBLIC BEACHES.

DETAILED FINDING OF SANITARY BOARD.

QUESTION OF A REFUSE DESTRUCTOR.

At the fortnightly meeting of the Sanitary Board held yesterday, Mr. J. P. Braga asked four questions of considerable interest to all residents of the Colony who use the public bathing beaches. It is well known that at certain states of the tide and wind some of the popular beaches are so beset with rubbish and garbage as to make it exceedingly unpleasant for adults and quite impossible for children to bathe from them. The answers given to Mr. Braga seem to suggest that this state of things is to a large extent preventable and hold out hope that it may be remedied before next season.

The even more serious question of infection of the external ear owing to bathing in polluted water was not answered quite so satisfactorily.

Mr. Braga's questions and the answers he received were as follows:—

i. Has it been brought to the notice of the Medical Officer of Health that several cases of acute infection of the external ear have recently occurred among bathers in some of the most popular bathing beaches of Hong Kong?

The answer to the first question is in the negative.

ii. Is there any connection between these cases of infection and the pollution by preventable means of the sea water in the best frequented bathing grounds of the Colony?

It is highly probable that pollution of the sea water does tend to raise the incidence of infections of this nature. It is doubtful, however, whether this pollution is preventable.

Disposal Of City Refuse.

iii. Are the bathing beaches of the Colony subject to pollution by the existing methods of disposal of city refuse by the Sanitary Department?

It is impossible to give a categorical reply to this question. There is a general opinion among officers of the Department that the reply is in the negative. I regret that I cannot wholly subscribe to that belief. On the 18th May, 1928, this Board appointed a Committee consisting of the President, Mr. Smith, the Vice-President, Mr. Cressy, Dr. Koch and Dr. Macgown, to enquire into and report on the question of Refuse Destruction and the possibility of its adoption in this Colony. They obtained expert opinion on various points and their report was adopted by the Board on the 10th August, 1928. This report is interesting and is available for anyone who may wish to read it. The following opinions were expressed by the witnesses examined by this Committee:

(i) At least 50 per cent. of the refuse sinks at once and after twenty-four hours less than 10 per cent. is still floating.

(ii) The refuse is dumped off Kau I, Chan, 4½ miles from the centre of Victoria. The site was carefully chosen—many years ago—after consultation with the Harbour Master. Floats were released at all states of the tide and only two were recovered, one at Kennedy Town and one at Cheung Sha Wan.

(iii) The refuse occasionally seen floating near the beaches comes from junks and ships. Many ships retain their refuse, accumulated during their stay in harbour, until they are outside harbour limits which is just beyond Green Island and then dump it, often near Cheung Chau.

Experiments With Floats.

As a result of this report further experiments with floats were carried out from November 15th to December 15th, 1928. Fifty floats were released under European supervision each morning and each afternoon, a careful record being kept of the exact time and of the weather conditions. Of the 3,000 floats released, not one was recovered although notices were broadcast requesting any found to be returned to the Sanitary Department. The Police Inspector at Cheung Chau was in particular instructed to watch the beach there. The experiment was interesting but it fails to convince me personally because of the time of year when it was conducted; it was, however, on the advice of the Harbour Master that the experiment was not made until after the typhoon season. If the Board wishes I would suggest that a similar experiment be conducted next year but during the actual bathing season. Should a typhoon happen in the middle of the experiment the barges will probably be held up for about twenty-four hours but this will not invalidate the whole experiment. It has been suggested to me also that instead of wooden floats which might prove useful as

(Continued in next column)

FIRE IN CANTON HOTEL.

YOUNG WOMAN AND FOKI KILLED.

FIRE BRIGADE ARRIVE IN HALF AN HOUR.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 18th.

A big fire occurred yesterday morning at about half past four on the second floor of the Boston Hotel and Café, near the East Gate Bridge of Shamshui. A young woman and a foki, Wu Shang, were killed, and several persons injured. The owner of the hotel, a British merchant, named Mr. Galoway, at once raised the alarm. The Fire Brigade promptly responded to the call and arrived at the burning building at about 5 o'clock, half an hour later. But by this time the fire had become a raging conflagration. The fire shot up through the third floor to the roof and set the sky in the Western section of Canton aglow. The firemen were hard at work till a quarter past six and the fire was not completely extinguished until 9.30.

Subsequently investigation showed that a woman, aged 30, who was sleeping on the 2nd floor, had been burned to death. Her body fell to the ground floor and was picked up in the Shing Hing Bank which occupied that part of the building. A man believed to be a foki of the hotel made a spectacular escape from the first floor through the drainage pipes down to the street to safety. Wu Shang, an employee of the café, failed to make good his escape and fell into the flames.

No estimate as to the damage sustained could be obtained, but more than half of the building was destroyed and the loss must have been over \$10,000.

GENERAL WONG SHIU HUNG.

ARRIVAL IN CANTON.

(Wah Tsai Yat Pao).

CANTON, Sept. 18th.

General Wong Shiu Hung of Kwangsi, accompanied by four representatives of the Kweichow Administration, arrived at Canton this afternoon on board the gunboat *Kong Ku*.

Interviewed by Pressmen, General Wong states that their visit to Canton is to answer the invitation of the Branch Political Council of Kwangtung to attend conferences in connection with relations between Kwangtung, Kwangsi and Kweichow provinces.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

The anti-cyclone to the north of Japan has strengthened. Pressure is relatively low to the west of Luzon.

Local Forecast:—N.E. winds, moderate, cloudy; some rain.

fire wood portions of the refuse likely to float should be treated with various dyes. These details can be worked out later.

I regret having to make such a diffuse reply to a simple question but the only reply I can make to question 3 is that I personally am still in doubt.

A Refuse Destructor.

iv. Will the Government consider the advisability of substituting the present method of refuse disposal by the erection of a Refuse Destructor, thus minimizing the danger of pollution of the waters of the Colony within harbour limits by the drifting thereto of floating matter containing the germs of infection?

The question of Refuse Destructor has frequently been considered by the Government during the last twenty years. The Committee of the Board in 1928 made certain suggestions which are now being followed up. The late Mr. Jackson, during his absence on leave in 1926, made careful investigations and examined different types of Refuse Destructor, in use in various cities of England, India and the Straits Settlements. His draft report on this subject, although it shows the unlikelihood of any economical use being made out of refuse destruction in Hong Kong, suggests the desirability of introducing an up-to-date unit of one of the most successful plants described as a nucleus of a Refuse Destructor installation.

Members may also have seen the suggestions made by Mr. Newhouse in his report on the possibility of using sea water for flushing purposes, laid before the Legislative Council on June 28th, 1928, regarding the use of the heat generated by a destructor for the purpose of pumping the sea water.

These matters are now before the Government. Mr. Braga said in reply that he felt deeply indebted to the Chairman for the very complete answers which he had made to the questions, and for the amount of trouble which must have been taken.

CHANG TSUNG CHANG'S FURTHER
SUCCESSSES.

FENGTIEN TROOPS DRIVEN BACK.

MORE REPORTS OF DISCONTENT AMONG
THE LEADERS.

PEI CHUNG HSI AS SPECTATOR.

Chang Tsung Chang, fighting with the courage of despair, is clearly causing great trouble to Chang Hsueh Liang and his Fengtien army. The success of the Chihli-Shantung remnants on September 16th appears to have been considerable, and though Chang Hsueh Liang telegraphed urgently to General Yang Yu Ting for reinforcements, the Fengtienese have apparently been unable to regain this lost ground.

It is rumoured even that one of the Fengtienese Generals, Hu Yu Kwan, who was in charge at the front, has been captured by the Shantung troops. Fengtienese reports on the other hand make light of the reverse, which is stated to be unimportant, while no doubts are entertained of the ability of Chang Hsueh Liang's forces to deal with the situation.

There continue, however, to be ominous reports of discontent and quarrelling among the Fengtien leaders, and it is said that some of them are favourably disposed to Chang Tsung Chang.

General Pei Chung Hsi is taking no part in the present fighting, but his forces are drawn up along the west bank of the Luanho river and he is ready to attack if necessary. Chang Hsueh Liang has, however, requested him not to do so, stating that he is perfectly capable of settling with Chang Tsung Chang by himself.

FIGHTING APPROACHES
CHINWANGTAO.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 18th.
Reports from North China state that twenty-five car-loads of Fengtienese wounded have passed through Chinwangtao on their way to Mukden. Further fighting is going on at Anshan between the Fengtienese and the Chihli-Shantung troops, and the cannonading appears to be nearer Chinwangtao. Most foreigners and all women have been evacuated from Shanhai-kwan.

FENGTIENESSE GENERAL
CAPTURED.

(Wah Tai Tat Pao.)

SHANGHAI, Sept. 18th.
A report from Tientsin says that since the 14th inst. the Chihli-Shantung troops have been heavily engaged with the Fengtienese. As a result of fighting on September 15th the Fengtienese were heavily defeated and although reinforcements arrived the next day they were unable to recover their position. Another report even goes so far as to say that Hu Yu Kwan, the Fengtienese General at the front, has been captured by Shantung troops.

CALL FOR REINFORCE-
MENTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 18th.
A Kuo Min message from Mukden states that upon news of the unexpected Fengtien reverse, Chang Hsueh Liang telegraphed to Yang Yu Ting to rush reinforcements to Changli at all costs.
The message adds that Chang Hsueh Liang has wired to Pei Chung Hsi that the Fengtienese were capable of disposing of the Chihli-Shantung troops without assistance from Pei Chung Hsi. The message declares that the reverse sustained by his subordinate is not serious and says that the belief prevails that Pei Chung Hsi has withdrawn his forces to the left bank of the Luanho in order to allow Chang Hsueh Liang a free hand.

NATIONALIST POLICY.

(Tsun Wan Yat Pao.)

SHANGHAI, Sept. 18th.
In response to General Chang Hsueh Liang's request, General Pei Chung Hsi has ordered his forces to suspend operations pending further developments. If General Chang Hsueh Liang should fail to eliminate the enemy, General Pei will order his whole force at the front to cross the Luanho River and join in the attack.
The Nationalist vanguard is now advancing to Shimen, while their leaders will hold a conference with the Fengtienese representatives at Luanchow to consider plans to root out the Chihli-Shantung remnants.

OPEN SPLIT.

(Wah Tai Tat Pao.)

SHANGHAI, Sept. 18th.
The open split among the Manchurian cliques is shown by the fact that General Chang Tsung Chang issued a declaration yesterday advising the support of General Chang Tao Sheng as Commander-in-Chief of the Manchurian Army.

JAPAN'S SYMPATHY
WITH CHINA.ATTITUDE IN MANCHURIA
MISUNDERSTOOD.PRAISE FOR SIBERIAN
RAILWAY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 17th.
Count Uchida, the former Japanese Foreign Minister, interviewed by Reuter on arrival from Japan, travelling by the Siberian route, emphasised that Japan has every sympathy with China in her desire to realise her aspirations.
Japan, he said, had great hopes of a New China but nobody could tell what is likely to happen in the next few months.

He was unable to imagine the possibility of trouble between Japan and the other foreign Powers as regards China, notwithstanding the fact that much propaganda to the contrary has been disseminated.

Japan in Manchuria.

There was, he added, much misconception and untruth with regard to the Japanese attitude in Manchuria, even in Manchuria itself. He stressed that Japan has no territorial ambitions or designs in Manchuria.

Count Uchida expressed satisfaction at the evidences of the cordiality of Anglo-Japanese relations and expressed the opinion that Anglo-Japanese co-operation would be immensely to the advantage of the Powers concerned in Chinese affairs, and also to China herself.

Lenin's Tomb.

Concluding, Count Uchida said he had been immensely struck by the wonderful way in which the Siberian Railway is run as the result of his observations during his recent journey from Japan.
He mentioned that he visited Lenin's Tomb at Moscow and was surprised to find the features almost exactly as when he last saw him alive.

U.S. IMMIGRATION
PROBLEM.

RESTRICTIONS TO CONTINUE.

MAINTENANCE OF HIGH
TARIFFS.

[REUTER'S AMERICAN SERVICE.]

NEWARK, New Jersey, Sept. 18th.
The maintenance of high tariffs and the continuance of immigration restrictions were points emphasised by Mr. Hoover in a speech during the presidential campaign. He declared that the position of industry was highly satisfactory except for the bituminous coal trade and the textile industry, which the Government must do their utmost to resuscitate.
Mr. Hoover asserted that the American standard of living was the highest in the world; wages were higher than ever and hours of labour had decreased.
He advocated that serious attention be given to foreign markets, and especially to the export of the farmers' surplus production.

"SOVIET NORTH" CREW
SAFE.LONG STRUGGLE TO THE
COAST.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Sept. 17th.
It is confirmed that the six men forming the crew of the missing Soviet North which embarked on a Polar venture recently, are safe.
Apparently, the machine made a forced landing, and the crew were obliged to abandon the plane. They walked over 300 miles of tundra had the good fortune to be picked up by a steamer.

REDUCING U.S. FORCES.

[THROUGH REUTER'S AGENCY.]

TIENSTIN, Sept. 18th.
In connection with the reduction of American forces in China, a first batch of 350 marines and artillery left here for Tongku by lighter this evening to join the transport Henderson. The troops left from the British Bund where a large British and American crowd gave them a hearty send-off.

RUMOURS AND
PLOTS IN SPAIN.

ARCHBISHOP IMPLICATED.

DE RIVERA WOUNDED?

[THROUGH REUTER'S AGENCY.]

MADRID, Sept. 18th.
General Primo de Rivera has not returned from Barcelona, and the air is full of rumours. It is reported that he has been fired on and wounded in a rising at Barcelona.

There is no sign of trouble in Madrid although the troops are confined to barracks.

General de Rivera's departure to Barcelona on September 15th, in view of rumours of the separatist movement in Catalonia, was commented on with much interest and no little curiosity. It was considered that his likely object was to take a personal hand in straightening out the tangle which had resulted from the recent wholesale arrests. These were made irrespective of guilt in connection with the recent alleged conspiracy against the Government.

There is now no doubt that there was a widespread plot, implicating freemasons, socialists, republicans and even, it is said, an archbishop.

DUTCH STATES GENERAL.

QUEEN'S OPENING SPEECH.

SHIPPING CONDITIONS.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Sept. 18th.
Queen Wilhelmina in her speech opening the States General said that Dutch shipping was suffering from surplus tonnage on the world market. She regretted that international efforts towards reduction of armaments had not led to more tangible results, but was gratified that international co-operation was increasing in various spheres, especially in economics.
The bill to ratify the Kellogg Pact, in which was a new guarantee for the maintenance of peace, would shortly be placed before the House.

AIR SERVICE TO FAR EAST.

DUTCH PLANS NOT YET
READY.

PREMATURE ANNOUNCEMENT.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Sept. 17th.
It has been prematurely inferred owing to a mistaken Reuter message from Basra, that a regular air mail service between Holland and the Dutch East Indies has started.
It was stated that four aeroplanes forming the first of the Dutch air mail service to Batavia were due at Bagdad on Saturday to pick up mails for Persia, British India, Singapore and Batavia, but it is officially explained by the Dutch Government that the machines in question are to remain in the East Indies for a local air service.
There is no question at the moment of starting a regular Dutch air line to Batavia.
A fifth machine is leaving Amsterdam for the East Indies on October 11th. This particular machine will return with mails as an experiment of a monthly air service in 1929.

KELLOGG PACT.

PERSIA OBJECTS TO
RESERVATIONS.

[THROUGH REUTER'S AGENCY.]

TEHRAN, Sept. 17th.
The Committee appointed by the Government to examine the Kellogg Pact has recommended Persia to adhere to the treaty, but not to adhere to the conditions and reservations of "certain European governments."

GREAT MAGICIAN'S DEATH.

MR. CLIVE MASKELYNE.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 17th.
The world-famous illusionist and magician, Clive Maskelyne, died on board the P. & O. s.s. *Rawalpindi* last night from pneumonia, shortly before the liner reached Marseilles.

OBITUARY.

EARL OF DUREHAM.

John George Lambton, third Earl of Durham has died at the age of 73. He is succeeded by his twin brother, Hon. Frederick Lambton.

"BREMEN" HERO'S
NEW VENTURE.

VON HUNEFELD SETS OUT.

FLIGHT TO FAR EAST.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 18th.
The German airman Baron von Hunefeld (who flew the Atlantic in the *Bremen* with Captain Koehl and Commandant Fitzmaurice in April) has left for Sofia in the aeroplane *Europa* accompanied by the Swedish engineer Lindner. This is the first stage of a flight to the Far East.

Baron von Hunefeld hopes to reach Tokyo in eight days via Sofia, Constantinople, Baghdad, Karachi, Bangkok and Nanking.

ANTILLES WRECKED
BY CYCLONE.DEVASTATION OF TIDAL
WAVE.

HUNDREDS DEAD IN RUINS.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 17th.
Official reports of the hurricane havoc, though scanty through the severance of communications between different parts of the French Colonies in the Antilles, show that seven small schooners and fifteen native boats were destroyed in a tidal wave which accompanied the cyclone.

The tidal wave swept Martinique creating fearful havoc.

Throughout the island of Guadeloupe, the road, as a blocked by fallen trees, hundreds of houses have been ruined or damaged, and all communications have been wrecked.

Many More Deaths.

A large hospital at St. Claude was almost destroyed, parts of the building collapsing in the height of the storm. Six persons were killed as the result of the collapse and many others have been injured. Twenty-eight were killed when the Commune of Petitbourg was completely devastated by the tidal wave. Pointe à Pitre has been almost totally destroyed, the suburbs being wiped out completely.

Searchers among the ruins have recovered the bodies of over three hundred persons, while over a hundred have been killed in other communes on the island.
Many factories and sugar refineries have been seriously affected.

[REUTER'S AMERICAN SERVICE.]

Markets Affected.

NEW YORK, Sept. 17th.
It is reported that the Porto Rico sugar crop has suffered a loss of at least 25 per cent. of the estimated yield as the result of the hurricane. The announcement has had the effect of making the sugar market firm, the prices closing at from one to four points above the previous closing figures.
The cotton market has been similarly affected, and closed easy at net advances, of from 14 to 25 points.

Relief Work.

Meagre and incomplete reports of the hurricane still prevent an appraisal of the extent of the disaster, but fifteen people are reported to have been drowned at Okeechobee, Florida. Damage at Palm Beach is estimated at millions of dollars, and it is stated that no building in the town is undamaged.

The hurricane swept the Bahamas but hitherto no news has been received except a message from Nassau which made no mention of casualties.
President Coolidge has appealed to the nation to contribute promptly and generously to Red Cross relief for the sufferers in Porto Rico and the Virgin Isles. A relief ship laden with provisions is leaving for Porto Rico immediately.

British West Indies.

HALIFAX, Sept. 18th.
The hurricane has caused numerous fatalities in the British West Indies. Fifty are reported dead from Montserrat, and 8,000 are homeless. The town of Plymouth is laid flat and only one church is standing. The island requests help and supplies.

Nineteen have been killed at Nevis Island and St. Kitts Island. 33 are known to have been killed and 140 injured on the east coast of Florida. Messages from Bimini state that the islands have been devastated but there is no loss of life. "Rum Row" in south Bimini is believed to have suffered severe losses in small shipping and liquor stocks.

WATERSIDE AWARD
DISPUTED.MEN REFUSE TO ATTEND
"PICK-UPS."

FEDERATION SUMMONED.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Sept. 17th.
There is still considerable disagreement in the ranks of the waterside workers regarding the arbitration award, and the decision of the Federation that work was to be resumed to-day has not been carried out completely.

At Melbourne, Sydney, Hobart and elsewhere, the waterside workers resumed this morning under the new award, but the Brisbane and Fremantle men have rejected the terms and have declined to attend the "pick-ups."

Meanwhile the Federation have made a request to the ship-owners for a conference at which the whole matter should be thrashed out, but the owners have replied refusing to consider the request until all ports are working.

"Black" Cargo.

LATER.

The waterside workers at Brisbane, Adelaide, Fremantle and Newcastle still refuse work under the "two pick-ups" system and cargo at Adelaide is declared "black." Other transport unions may be involved but negotiations for a complete settlement are proceeding.

The Federal Attorney-General has issued summonses against the Waterside Workers' Federation on a charge of inciting to strike against the award of the arbitration court.

PRESENTATION TO REV.
J. KIRK MACONACHIE.FROM KOWLOON UNION
CHURCH.

A farewell presentation of a blackwood cabinet bearing a suitably inscribed silver plate was made yesterday evening at the Union Church, Kowloon, to the Rev. J. Kirk Macconachie, the veteran Union Church minister who is shortly leaving the Colony.

The presentation was made on behalf of the congregation of the Church by Mrs. W. Forsyth.

The Rev. Horace Johnson, who presided over the gathering said that the Union Church, Kowloon, owed its existence to Mr. Macconachie. It was he who had worked indefatigably to obtain the site from the Government and to raise the necessary funds. Sir Paul Chater who gave \$50,000 and when he heard that this was not enough gave another \$50,000. Mr. Johnson then went on to give a very interesting account of the history of the church.

The Rev. W. W. Rogers, Vicar of St. Andrews, Kowloon, speaking on behalf of the St. Andrews' Congregation warmly praised the part that Mr. Macconachie had played in the religious life of the Colony and spoke of the personal friendship between them.

Mr. Benjamin Wylie also spoke on behalf of the Kowloon Residents' Association and of the Scottish community.

Mr. Macconachie in reply said that the Union Kowloon Church held a very warm place in his heart and everything connected with it would be an abiding memory. He thanked the donors of this gift which would be a most valued memento of work in the Colony.
A musical programme took place after the speeches and refreshments were served during the evening.

CHILEAN REPUBLIC'S
ANNIVERSARY.

RECEPTION AT CONSULATE.

Yesterday was the anniversary of the foundation of the early 19th Century of the Republic of Chile. An informal "At Home" was held in the Consulate, Alexandra Building, in the morning, to which several members of the Consular Body who are personal friends of the Chilean Consul were invited. Some thirty other guests were also present to offer their congratulations and good wishes to the Consul.

LEAGUE'S BUDGET
TOO BIG.

CUTS URGED BY BRITAIN.

POLICEWOMEN PRAISED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 17th.
The steady increase in the expense of the League of Nations, of which Mr. G. Locker-Lampson, one of the British delegates, complained last week, was again stressed at this afternoon's meeting of the Fourth Budget Committee.

The Committee has already passed a resolution in favour of reasonable limitation by a reduction of the number of conferences, and recommending that certain estimates should be carefully scrutinised with a view to curtailment.

Mr. G. Locker-Lampson to-day directed his criticisms towards the expenditure of the International Labour Office. The public galleries were packed to the utmost, testifying to the interest taken in the struggle to secure a reduction of next year's estimates.

The British delegate declared that the prestige of the League would suffer if further increased expenditure were planned. He mentioned that severe criticisms were being voiced in England regarding the way in which the League was spending money. The idea was prevalent that the expenditure of the League in general and of the International Labour Office in particular was too great.

On the British motion the estimates were finally pruned to the extent of Fcs. 27,000.

Opium in Far East.

At the meeting of the Fifth Committee, a long discussion ensued on the British proposal to appoint a Commission of three to investigate opium-smoking in the Far East with a view to presenting a report for the Opium Conference of 1929.

The South African and New Zealand delegates supported the British motion, but after further debate, the Committee found itself reluctant to approve owing to the expense involved. The vote was adjourned until September 18th.

Policewomen.

Lord Cusden, speaking on the report to the Fifth Committee on child welfare and similar questions, said that experts after careful consideration had given their unanimous opinion against the licensed house system. He could not therefore imagine that the government concerned would not feel it their duty not to leave the matter any longer where it at present rested.

On behalf of the British Government he strongly endorsed the report's recommendation of stricter measures against *soutenueurs*.

As regards the recommendations in favour of the employment of women as police, the experience of Britain had proved them so valuable that he was sure public opinion in England would gladly support the extension of the system and the strengthening of the small forces at present employed.

Suppression of Slavery.

Commenting on the report on slavery submitted by Mr. G. Locker-Lampson, the British Under-Secretary for Foreign Affairs, before the Sixth Committee of the League, this morning, M. Rappart, the Swiss delegate, called particular attention to the fact that since the last session, slavery has been completely abolished in Sierra Leone, through most effective and prompt action by the British Government.

M. Rappart recalled how within barely two months of the judicial decision being taken concerning the rights of owners over slaves, the Legislative Council of Sierra Leone voted in favour of emancipating all slaves in the Protectorate numbering some 300,000.
Mr. Locker-Lampson was unanimously appointed Reporter on the slavery question before the Assembly.

Geneva Fiasco.

BERLIN, Sept. 17th.
"Geneva Fiasco" and "Germany Sold Again" are typical newspaper comments in Berlin re-echoing the deep disappointment felt in political circles as the outcome of the Geneva discussions on the evacuation of the Rhineland.
Even the Democratic and Republican newspapers do not disguise their dissatisfaction that nothing definite has been achieved.

BASEBALL NOTES.

"BROKEN-HEARTED AND SPORTSMANSHIP."

SOME VIEWS AND REVIEWS.

[BY C. L. C.]

It is most surprising how people go about breaking their hearts without any apparent cause. "Broken-Hearted's" letter which appeared in the *Daily Press* yesterday did not come to me as a surprise. As a matter of fact, I expected that someone would censure me for not pillorying Zafta for defying the base umpire, Mr. Lee, during Sunday's game.

My expectation has been justified, but what I want to know is this, whether "Broken-Hearted" was aware of the fact that at the time when the incident occurred I was away from the stand. To be precise, I was at the Craigiepower Cricket Club at the time. When I returned after ten minutes or so, I found that Lee's place had been taken by an American Petty Officer. I naturally made enquiries and elicited the information that Lee gave a wrong decision, and that Zafta lost his temper over it. It was also stated that Lee was asked to leave the field but by the Filipinos but by the Americans.

I did not see the incident myself. What I gathered was hearsay. Could "Broken-Hearted" expect me to publish hearsay evidence? If he knows anything about newspaper work, he would certainly not have expected that of me.

"Broken-Hearted" also said in his letter that the Americans were one man short and asked for a Chinese substitute, which request was point-blank refused by the Filipinos. To this allegation, I can only say that "Broken-Hearted" must have been following the Americans and the Filipinos about in the field while they arranged matters. When I got to the field, I actually counted nine American players. I did this because I thought that the Americans could not field a team.

A few minutes after, I asked for the line-up. This was given to me, and I found that the Americans had a full team, but two of the names were new to me. A few minutes later, Shank turned up, and the Americans had therefore one man too many. Under the circumstances, could "Broken-Hearted" say that the Americans were short of a player and asked for a substitute from the Chinese team? If that was a fact the Press knew nothing about it.

Regarding the caption "Sportsmanship before Championship" which I used in my account of the game, no sane man could gain say me that the Filipinos were not acting in a most sporting manner. In the first place one had to remember that the championship was at stake, and what could have been easier for the Filipinos than to claim the point when the Americans were unable to field a team, than to take risks and allow them to play with three substitutes. The Filipinos took a sporting chance and placed "Sportsman" before "Championship." I have nothing more to add except to hope that "Broken-Hearted" will soon get this important organ repaid, and that he will soon become normal again.

The Championship honour will be decided to-day. The game will be a ding-dong affair. The Dragons, I understand, are in splendid form and they will give the Filipinos the battle of their lives. On the other hand, the Filipinos, smarting under their two recent defeats, are determined to vindicate themselves.

The Dragons have been resting throughout the week, and have studied the weaknesses of their opponents during the last two games. The chances, therefore, are that they should win. The Filipinos are, however, quite capable of coping with the Chinese batting and pitching. It was in these two departments of the game that they were beaten by the Americans.

The Filipinos should play David Leonard at third, and Fernandez at left field. Leonard is useless outside of the third base. Murata, at short stop, should be trained to come out and meet the ball, instead of staying deep behind and waiting for the ball to come to him. Zafta should give his fielders some work to do, and must not depend on an air-tight pitching game.

The Dragons' fielders are all good, with the possible exception of June at third. If they could only get this position strengthened, they would muster just as strong a field as the Filipinos. Whatever the result may be, it should be "the game of the season" and ball fans should turn out in full force to give moral support to their sides. Adequate arrangements should also be made to keep the crowd back. They are a constant source of annoyance to the fielders, and what is more, they are partial. Many a ball has been felled by them, and it is time that something should be done to prevent incidents.

LAWN TENNIS.

COCHET WINS AMERICAN CHAMPIONSHIP.

HUNTER'S GREAT FIGHT.

[REUTERS' AMERICAN SERVICE.]

FOREST HILL, Sept. 17th. Cochet has won the American National Lawn Tennis Championship, beating Hunter in the final by 4-6, 6-4, 3-6, 7-5, 6-3.

Hunter despite his eight years' seniority put up a battle which few of the 6,000 spectators believed possible. The Frenchman needed all his wiles and every ounce of vigour to hold the American. Cochet finally gained a narrow ascendancy by brilliant volleying and terrific smashes.

CHAMPION COUNTY OVERWHELMED.

THE AVERAGES.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 17th. At the Oval the Rest best Lancashire, the Champion County, by an innings and 91 runs.

Lancashire 290 and 216. The Rest 603 for 3 wickets, innings declared closed (Hendren 174, Sutcliffe 139, Hobbs 150).

Hendren and Ames, who made 36 not out, put on 179 runs in 63 minutes, scoring no less than 60 in three overs.

Sutcliffe brought his season's score to 3,000 runs.

THE AVERAGES.

The following are the final first class cricket averages:—

Batting.

D. R. Jardine 87.15
Hobbs 82.00
Tyldesley, E. 79.37

Bowling.

Barnes is listed at the top with an average of 10.25, but he has only taken 20 first class wickets.

Wickets. Average.

Larwood 133 14.51
Freeman 204 18.05
Tyldesley, R. 104 19.08

BASEBALL.

TO-DAY'S STRUGGLE AT HAPPY VALLEY.

The line up for the Championship game at 3 p.m. to-day at Happy Valley between the Filipino Club and the South China Dragons will be as follows:—

Club.	South China Dragons.
Hachiuma	S. S. Lee
Zafta	S. L. Lee
T. Leonard	T. Chinn
Alvares	W. Sling
Murata	Choy
Bautista	June
D. Leonard	D. Chinn
Kusano	c.f. Shinn
Rull (Mgr.)	c.f. H. Sling

His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) has signified his intention of being present at the game.

BOXING.

TWO BRITISH CHAMPIONS.

ERNIE RICE BEATEN.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 17th.

At The Ring, London, in a twenty rounds contest for the lightweight championship of Great Britain, Sam Steward (Lewisham) knocked out Ernie Rice (Hounslow) in the twelfth round.

At Edinburgh, Alex. Ireland (Leith), the holder of the British and European middleweight championship, successfully defended his title against Frank Moody (Pontypridd), whom he beat on points.

HOME FOOTBALL.

LEAGUE MATCH RESULTS.

[THROUGH REUTER'S AGENCY.]

The following were the results of football matches in the English League played on Monday:—

Division I.

Blackburn 3, Sunderland 0.
West Ham 1, Cardiff 1.

The Sheffield United v. Liverpool match was not played.

Division III. (Southern).

Northants 3, Plymouth 0.

Division III. (Northern).

Hallifax 1, Wigan 0.

GOLF.

ROYAL HONG KONG GOLF CLUB.

BOGEY POOL—FANLING.

SEPT. 15TH-16TH.

L. G. S. Dodwell (5), A. E. Lissaman (6) and N. G. Mills (19) all square—the and divide.

Other Scores:

F. A. Redmond (6) 1 down
R. H. Hollis (8) 1
N. K. Littlejohn (13) 1
E. J. Edwards (17) 1
33 entries.

FIFTY YEARS AT OXFORD.

PRESIDENT OF MAGDALEN RETIRES.

UNIVERSITY BETTER THAN IN THE PAST.

Sir Herbert Warren, the President of Magdalen College, after holding that office for 43 years, will retire, at the end of September, states the *London Morning Post*.

He intends to remain in Oxford at No. 74, Woodstock Road, and he will devote his leisure to the writing of his memories of Oxford during the last fifty years.

He declares that there has been an improvement in the standard of work, not only at Magdalen, but throughout the whole University, for the number of young men taking honours has increased and the number of pass men has decreased.

Oxford also has become more vocational and young men come to it more definitely with the idea of studying for a profession— theology, law, or medicine.

During his term of office Sir Herbert has superintended the studies of three Royal Princes—the Prince of Wales, Prince Chichibu of Japan, and the late Prince Christian Victor.

Royal Undergraduates.

The Prince of Wales was an undergraduate at Magdalen from 1912 to 1914, but he was unable to complete his course owing to the outbreak of the War. Sir Herbert says that the Prince, who studied French and German, always worked hard. He used to write an essay for the President once a week.

He also went to lectures on history and political economy, and attended lectures on constitutional law delivered by Sir William Anson, the Warden of All Souls, who was one of the greatest authorities on the subject.

Prince Chichibu of Japan intended to remain at Magdalen for a year, but he was recalled on the death of his father, the Emperor of Japan, having completed one term only. The President has always spoken highly of the rapidity with which Prince Chichibu gained a command of English, which he was, studying. After the death of Prince Christian Victor, Sir Herbert Warren, by request, wrote his life.

Some of the most important of Sir Herbert's work was accomplished in conjunction with the late Marquess Curzon during their occupation of the offices of Vice-Chancellor and Chancellor of the University respectively. Sir Herbert became Vice-Chancellor in 1906, on the nomination of Lord Goschen, and remained in office until 1910.

During his second term the death of Lord Goschen occurred, and it fell to Sir Herbert's lot to conduct the election of Lord Curzon to the Chancellorship. Together they carried out the programme known as "the reform of Oxford from within." These reforms have had far reaching effects, and at the time they involved heavy additional labour for the Vice-Chancellor and the officers of the University.

Literary Pursuits.

Sir Herbert Warren became President of Magdalen in 1885, but he had previously been a tutor at the College for eight years. Since that time the reputation of Magdalen has greatly increased, both for proficiency in sport and in scholarship. In 1885, there were only about sixty students, while at the present time there are about one hundred and eighty.

The President married Miss Brodie, the daughter of the late Sir Benjamin Brodie, in the year following his election. He was for five years Professor of Poetry, and he now intends to devote his leisure to literary pursuits.

A ROYAL PLAYGROUND.

WHERE THE PRINCE ENJOYS GOLF.

AND KING'S GRANDSONS MAKE SAND CASTLES.

LITTLEHAMPTON, SUMMER.

Littlehampton is not given to boasting. It is one of the most modest little resorts to be found anywhere on our coasts, but just now, says a *Daily Mail* correspondent, it is permitting itself to indulge in a certain amount of pride.

Although it has been known for many a long year as a children's paradise, it was not until a week or two ago that children with the royal blood of England in their veins arrived on its golden strand.

A jolly-faced boatman who hailed me with seductive words descriptive of the joys of a trip up the rippling Arun was the first to allude to Littlehampton's proud feeling.

"I suppose you know," he said, "that we have had Princess Mary's boys here, and didn't they enjoy themselves. You should have seen them digging away on these sands and sailing their little boats on the pond. And only this last week-end the Prince of Wales was golfing on the links."

He jerked his pipe in the direction of Littlehampton's breezy Arun, which stretches beside the Arun's banks.

It seems that Littlehampton is to become quite famous as a royal playground, for I hear that the Prince so greatly enjoyed his games on its golf course that he declared he would come again soon.

I think that the children who are here now are rather proud on their own account of digging where the small grandsons of the King and Queen dig. At any rate, you might have heard two tiny girls arguing quite heatedly to-day over the question of the exact whereabouts of the site of the vanished castle built by the important young visitors just before they went away.

The pond to which the boatman referred might be said to be cousin to the Round Pond in Kensington Gardens. To-day small yachtsmen had come to it from miles around for something in the nature of a Cowes week (squeezed into a few hours) in connection with the local hospital fête.

When the racing was in full sail the wind-blown water of the pond crowded with model yachts seemed a recent scene on the Solent viewed through the wrong end of a telescope.

But the main business of children here is to burrow in the sand. Paddling is, of course, another great business, and so is going for thrilling motor-boat trips at 3d. a time.

WITCHCRAFT IN ITALY.

THE CASE OF CAMILLA ILLASI.

ODD RITES WITH ANIMALS.

Rome, August 15th.

Witchcraft still lingers in Southern Europe, but the case of Camilla Illasi, who has been practicing "black magic" at Bassanello, a small town near Padua, has caused considerable indignation throughout the country.

This dark, beetle-browed woman, well on in the thirties, seems to have exercised a powerful influence upon her neighbours. Women, and men too, would pay her sums of money ranging from one to three pounds for the doubtful benefit of her counsel, especially in the matter of love affairs.

When a girl sighed in vain for a proposal of marriage from some good-looking young man, or a married woman had cause of complaint against her spouse, or a man found the object of his affections hard-hearted, Camilla was consulted, and in so secret a manner that the police were unable to find out anything definite against her for a long time. She kept numbers of domestic "pets"—birds, dogs, cats, and rabbits, and when a love-orn customer had paid the proper fee for the animals, bound it with ribbons of different colours, according to the "case" in hand, stuck the body with pins and nails, and interpreted the cries the unhappy beast uttered very much as the augurs of old interpreted the doings of their birds. Instructions were then given for the customer to follow; gruesome and revolting measures were advised, and to often tried. The dumb victims of her cruelty were allowed to recover, if they could, or to die unattended of their injuries. And so great was her renown that women would run into debt in order to pay the required fee.

At last, however, impatient creditors overcame their superstitious dread of the witch and went to the local police. So Camilla is now safely under lock and key, awaiting her trial in a few weeks' time. She will be charged with witchcraft, and all Bassanello, weary of her tyranny, rejoice.

EXTRADITION ORDER GRANTED.

ALLEGED KIDNAPPING OF OLD MAN.

DENIALS BY DEFENDANT AND HIS UNCLE.

The Chinese who was arrested on extradition warrant from Canton for the alleged kidnapping of an aged Chinese in July 1926 in Chinese territory was committed to prison pending an order from H.E. the Governor for his extradition to Canton.

Mr. H. Somerset Fitzroy appeared on behalf of the Crown, and the defendant was not legally represented.

The case was heard by Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon and at the close of the case for the prosecution, the defendant was asked if he had any witnesses to call or to give evidence on his own behalf. The defendant preferred to make a statement from the dock and later called his uncle.

He denied that he had assisted in kidnapping the old man. He was former school teacher at the village where the old man lived and was his cousin. In the early part of 1926 and on the occasion of the Ching Ming Festival the defendant asked the complainant to render an account of the Ancestral Funds.

The old man flatly refused to do so, and since that time they had had repeated quarrels over the matter. Later the defendant left the village and went to Annam where he found employment in a Sack Factory. After staying there about four months he returned to the village on receipt of a letter informing him of his mother's illness. Defendant said that the charge was a trumped up one and that it was made against him in consequence of the dispute over the Ancestral Fund.

He asked his Worship to investigate the case thoroughly as complainant had paid money to the Canton Authorities for his extradition and execution.

His Story Corroborated.

Leung Cho Wing, the uncle of the defendant then gave evidence on his behalf. The witness's eye-sight was very poor and he had to be led to the witness box. He said that defendant was his brother's son and that complainant was also a cousin.

When the charge of kidnapping was told to him, witness replied that the defendant was away at the time it occurred. The defendant had left for Annam just after the Ching Ming Festival which took place in the third moon of 1926. The old man was kidnapped during the fifth moon of the same year.

The Magistrate pointed out to the witness that he first said in Chinese the equivalent to 1925, and then changed it to 1926. He asked him to make sure of his date. The witness counted on his fingers and after making one mistake decided that it was in 1926 that his nephew left for Annam. He corroborated the story of the dispute about the Ancestral Funds.

Asked by his Worship why the old man had waited so long before preferring the charge against his nephew, the witness replied that the whole charge arose out of this personal grudge.

Witness Stands By His Dates.

Cross-examined by Mr. Fitzroy as to the date of the Ching Ming Festival in 1926 witness replied that it took place in the third moon at about the tenth day. It was ascertained that it fell on the 14th of that moon. (The Chinese Ching Ming, Ancestral Worship, Festival like Easter of the European calendar is extremely difficult to ascertain.)

Witness said that he did not see or hear of any notice of reward for the apprehension of defendant posted at the village. Before his nephew left for Annam he lived in the village and when he returned in the 8th moon of the same year he worked as a farm labourer for several months.

The defendant said that he had nothing to say but remarked that he wished to call a man from the village who had returned from Annam with him. The Magistrate replied that he (defendant) should have made this known before, and that he would have to call him (the witness) at the trial in Canton.

The order for the defendant's extradition was then made by the Magistrate.

KOWLOON TONG.

THE COLONY'S GARDEN CITY.

QUESTIONS ASKED AT THE SANITARY BOARD.

Mr. J. P. Braga who has always taken a great interest in the garden city at Kowloon Tong has several questions to the Sanitary Board yesterday afternoon with the object of safeguarding both the aesthetic and health interests of the district. He is particularly anxious that sufficient land may be reserved for laying out small gardens, and that large unsightly blocks shall not be erected there. Mr. Braga's questions and the answers received from the Government are as follows:—

"With reference to the leading article appearing in the *South China Morning Post* of the 22nd August last, regarding the development of suburban sites in the Colony, will the President please inform the Board, i. What are the Government's intentions as to the reservation of Crown land in the vicinity of Prince Edward Road as an exclusive residential area?

Answer: Land in the locality under reference is disposed of exclusively for residential purposes.

ii. Will the Government endeavour to prevent the disfigurement of that area by refusing permission for the erection of 'pigeon-hole blocks' in the midst of rural surroundings?

Answer: The answer is in the affirmative.

iii. Will the Government stipulate as a 'special condition' in the general conditions of sale of Crown land abutting on Prince Edward Road that—

(a) no houses will be permitted of a height greater than 35 feet; and

(b) that open space must be reserved for the laying out of lawns or small garden patches attached to such houses?

iv. With a view to securing the aesthetic amenities of the Kowloon Tong garden city, will the intention of the Government be ascertained whether it is prepared to introduce early legislation in order to ensure that houses erected in the vicinity of the Kowloon Tong district shall conform to the type of European residential houses of a maximum height of 35 feet, with the exception of buildings for colleges and similar institutions?"

Answer: The points mentioned are always considered before land is put up to auction and any necessary special requirements are included in the Conditions of Sale.

KIDNAPPER SENT TO GAOL.

SEQUEL TO INTRIQUE WITH RICKSHA COOLIE.

BROTHER RESCUES YOUNG GIRL.

For attempting to kidnap a small Chinese girl under the age of fourteen a Chinese woman was yesterday sentenced to three months' hard labour by Major C. Willson at the Central Magistracy.

The father of the girl appeared as complainant and said that the woman stayed at his house in Bridges Street for three days. He was living with his grown up son and his small daughter. The woman was described as his concubine but no ceremonies had taken place and she was merely what would be called in Europe his mistress.

She had been in the house three days when she went out with complainant's daughter saying that she was going for a walk. Three days passed and neither the woman nor his child returned.

The complainant's son said that he suspected that his sister would be taken out of the Colony by the woman, and he set out to look for her. First he went to the S. S. Sunning and then to the S. S. Tai Lee. At the time passengers were embarking and watching them saw the defendant and his sister about to board the vessel. He immediately had defendant arrested.

Asked if she had anything to say for herself the defendant alleged that she and the complainant were lovers and had decided to marry. She knew that he was only a ricksha man and she offered him all her money. As proof of the marriage defendant said that she paid a go-between \$2 as "lucky money," and for a prayer to the Gods for their blessing on her wedding. "I was deeply in love with this man and that is why I married him," said the woman.

The Magistrate pointed out that her love affairs with the complainant were irrelevant to the charge, but she continued to enlarge on the subject until Mr. Schofield cut her short by sentencing her to three months' hard labour.

THE "SUI TAI" CARGO.

SPIRITS OF WINE INSTEAD OF SAM CHENG.

DEFENDANTS PLEAD IGNORANCE.

Arising out of the recent fire aboard the s.s. *Sui Tai* the licensee of the Hang Lam Chung wine and spirit shop was summoned before Mr. R. E. Lindsell at the Central Magistracy yesterday for giving incorrect particulars in an application for a permit to move 150 jars of Chinese wine from the *Sui Tai* to the *Nam Sang* which was bound for Singapore.

Mr. B. O. K. Hawkins, Assistant Superintendent of Imports and Exports who prosecuted, said that the defendants applied for a permit to remove 135 jars of *sam cheng* and 15 jars of *sheng cheng*, but when Chief Preventive Officer Clark inspected the jars on board the *Sui Tai* at Kowloon Docks after the fire, they were found to contain spirits of wine which came under the classification of "Dangerous Goods."

Mr. Hawkins produced the application and also the ship's manifest showing that the *Sui Tai* carried 150 jars of liquor, so that there could be no question that the jars in question were those consigned to the defendants from Macao.

Mr. M. K. Lo, for the defence, said that he did not dispute the authenticity of the defendant's application and of the manifest, but the manifest did not prove that there were only 150 jars on board. There might have been others not declared on the manifest.

Cracked Pots.

Chief Preventive Officer Clarke gave evidence of boarding the *Sui Tai* at Kowloon Docks after the fire. In the after hold he found a large number of jars, most of them cracked or broken. He completed the demolition, so as to get this inflammable stuff out of the hold. He saved 23 large and two small jars.

Spirits Of Wine.

Mr. H. A. Taylor, Government Analyst and Assistant Superintendent of Imports and Exports, said that the contents of the jars were spirits of wine.

A Chinese tallyman of the *Sui Tai* said that 150 jars of liquor were shipped at Macao by the Han Chan firm and consigned to the Hang Lam Chung firm of Hong Kong. He did not think that there were any other jars of wine on board that trip.

Ship As Warehouse.

Mr. Lo in submitting that he had no case to answer said that no special form was issued by the Exports and Imports Office from one ship to another. The form used was that for transferring liquor from one warehouse to another, and in the case of ships, the word "warehouse" was struck out and the word "ship" substituted. Apparently the Imports and Exports Office in issuing such a permit had done something which they had no authority to do.

Mr. Hawkins submitted that the Ordinance ships were regarded as warehouses.

Mr. Lo: There is nothing in the Ordinance to that effect.

The Magistrate said he agreed that the Imports and Exports Office should have a special form for transferring from ship to ship, and where there is an appreciable lapse of time it would be more satisfactory to remove spirits from a ship to a warehouse and then to another ship.

Innocency Of Defendants.

There was no evidence, Mr. Lo continued, that his clients knew anything about the contents of the jars. There was every possibility of conspiracy between the dealers at Macao, and the consigners in Singapore.

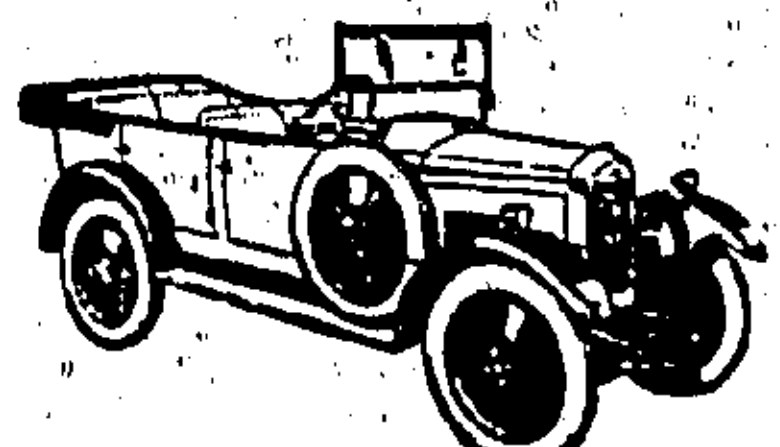
Mr. Hawkins agreed with Mr. Lo and his Worship as regards the permit forms. As regards the second submission any Singapore firm wanting spirits of wine would get it from Java, where it was produced in large quantities, and not from Macao.

His Worship reserved his decision with regard to the question as to whether there was any case for defendants to answer on the matter of guilty knowledge. He would announce his decision on Saturday.

Mr. Lo said that civil proceedings were probably pending and in view of that he would not put defendant in the witness box even if his Worship decided that there was a case to answer.

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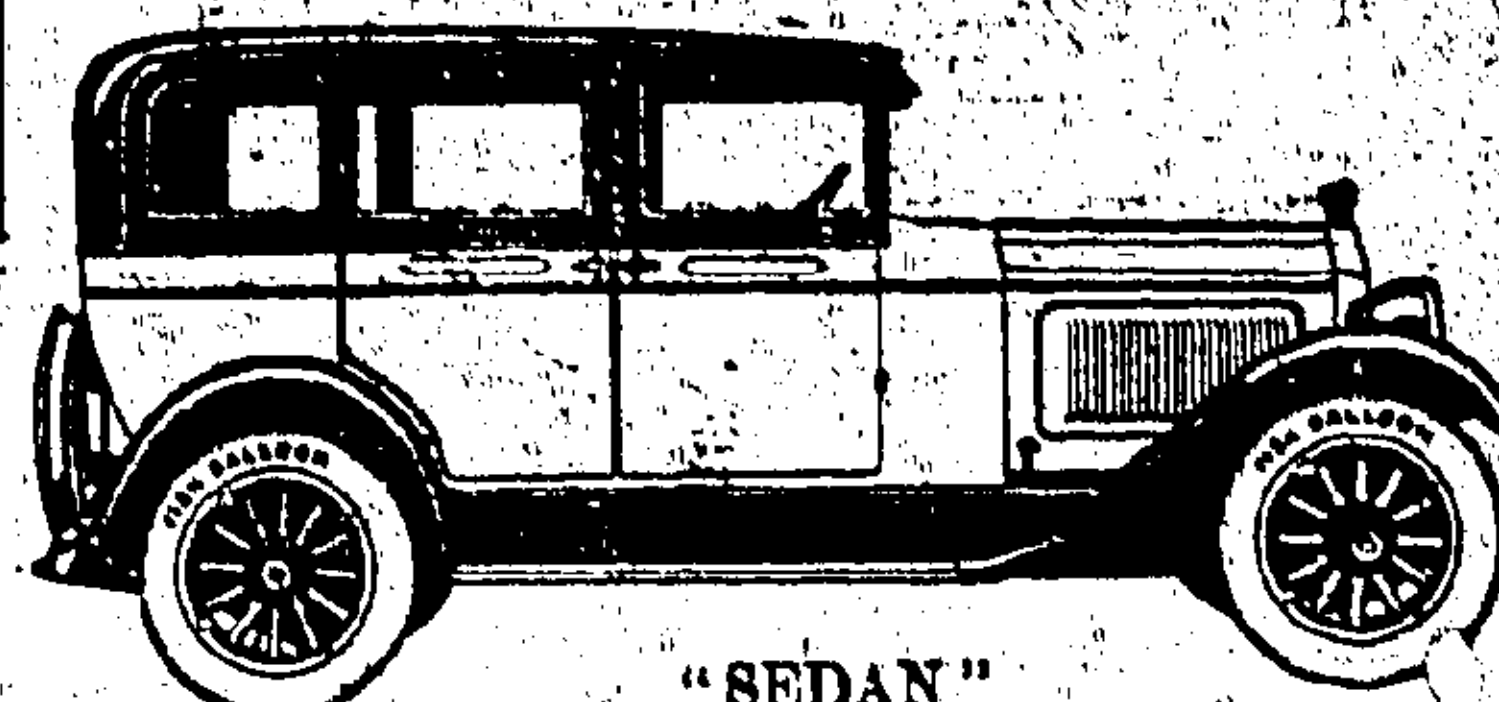
THE HONG KONG DAILY PRESS, WEDNESDAY, SEPTEMBER 19th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Local Motor Cycling Notes—China Bus Co.'s Additions—Round the Roads—A New Era in Motoring—Olympia Again—Willy's Overland Triumph—Great Motor-Ways for Spain.

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MOTOR NOTES.

ILLUMINATED ADVTS. FOR
BRITISH ROADS.

"We have become accustomed to the various signs that confront us on every road in daytime, but mercifully at night the veil of darkness has cast its mantle over most of them and, for a time, blotted them out. Now, however, a new method of night sign illumination is threatened, says *The Motor*. We are to see in a near future some such guiding slogan as this, glaring through the darkness: '20 miles to Medbury and have Beecox when you get there.'"

ALL CLEAR NOW!

"Last night, madam," said the touring motorist at the ancient hostelry, "you informed me that the Duke of Wellington once stayed in this hotel. Is that a fact?" "It is, sir, a solemn fact. He slept in the very room you had last night." "Was it just the same as it is now?" "Just the very same, sir." "Same bed in it?" "The very identical bed." "Great Caesar!" exclaimed the motorist. "No wonder they called him the Iron Duke!"—*CONTRACT in The Motor*.

THE ALL-CONQUERING MOTOR
COACH.

The public seems to have been vastly impressed by the extraordinary development of the motor coach. The August Bank Holiday coach traffic was, of course, enormous, because, apart from the continually growing popularity of the coach for day trips, the number of people who elect to travel by coach to their destination for the family seaside holiday is increasing in a way which, although marvellous, is perfectly understandable. The coach gives almost a door-to-door service, booked seating accommodation and a complete avoidance of numerous irritations and annoyances, the delays and petty troubles inseparable from a railway journey, involving, as it does, cabs and porters, struggles for seats, and that strange propensity for losing time from which railway staffs suffer during a holiday rush.

Because of the (virtually) door-to-door service rendered possible by the use of "feeder" coaches, the total time occupied by a road journey up to, say a hundred miles is, says *The Commercial Motor*, no longer than that which is entailed by railway travel, and the added attraction of road travelling makes the coach a serious competitor even for journeys of 150 miles or more. Then the railway journeys are never looked upon as part of a holiday, whereas a day's journey out by coach and one back definitely add to the pleasures of the holiday period, and this fact, in its turn, gives the justification for such really long journeys as, for instance, London to Plymouth, or the Midlands to Scotland.

WASTING BUSINESS MEN'S
VALUABLE TIME.

Business men cannot afford to waste valuable time through losing their way, and this fact does not appear to be fully appreciated by those responsible for the placing of sign-posts, says *The Light Car and Cyclist*. The trouble occurs chiefly when a road which is not entirely completed is partly open to traffic. All too often the portion in use is boldly signposted to the ultimate destination of the road, and the driver coming across it for the first time leaves the old and familiar route in the belief that the new one will save him time; after a few miles he comes to the end of the completed section and finds himself lost in a maze of by-ways.

Maps give little help, as a rule, and much more attention should be paid to signposting new roads. If the section which is open does save time there is, of course, no reason why it should not be used, but every care should be taken to ensure that when motorists come to the end of it they do not lose their way. If, on the other hand, the completed portion of the road leads to nowhere in particular, there is little object in directing traffic along it.

(Continued on next Column).

CHINA BUS CO.'S ADDITIONS.

14 NEW THORNYCROFT
VEHICLES.

LOCALLY BUILT BODIES.

A big addition to the China Motor Bus Company's fleet of motor buses will be made in the course of a few weeks when another fourteen new Thornycroft A3 long type of vehicles are put into commission. Two of these new vehicles have been recently completed. These were officially inspected and tested in Kowloon on Monday afternoon with very satisfactory results. It is interesting to record that the bodies of this new fleet are entirely built by the China Motor Bus Company in their own workshops. They are of strong design and excellent finish, reflecting much credit on their workshop staff. The eight first class passenger seats are upholstered in leather and mounted on springs. There is accommodation for 14 third class passengers and the seats are of polished teak wood. The floors of the first class compartment are covered with linoleum which gives a pleasing appearance to the compartment. Floors of the other compartment are laid with wooden strips. The windows are of the adjustable sliding type, designed and made by the body builders.

The buses were tested by Sub-Inspector A. H. Mason, Vehicle Inspector of the Police Department. Others present at the tests were Mr. D. Burlingham (D.S.P., Kowloon), Mr. R. R. Roxburgh, Far East representative of Messrs. Thornycroft & Co., Ltd., and Mr. Ngan Shing Kwan, Manager of the China Motor Bus Company.

The brake system was put to a rigorous test by climbing Tai Po Road Hill and Observatory Hill at Kimberley Road, Kowloon. The latter has a gradient of one in five. The hand and foot brakes were tried independently and in each case they were found to be highly satisfactory.

Four more of these new vehicles will be ready for service next week when increasing improvements may be expected in the travelling facilities offered by this Company.

HIGH SPEED AND PETROL CONSUMPTION.

That it is impossible to get something for nothing is a law of almost universal application, and is certainly particularly true in the case of any factor concerned with motoring. Thus, for extreme comfort we must seek supple springs and pay the penalty of undue bouncing at high speeds; engine flexibility is only to be obtained by a certain sacrifice in maximum power output, and fast travelling is penalized by a very marked increase in the amount of fuel consumed. This last-named point is one which is often overlooked.—*The Motor*.

MOTOR ROADS NOT WANTED IN ENGLAND!

"We do not hail with joy, says *Motor Cycling*, the announcements which were made by the daily papers last week concerning a project for building special motor roads. We think that the sponsors of the scheme are extremely optimistic in considering that the most overtaxed section of the entire community is likely to extend a very hearty welcome to it, particularly as we cannot help thinking that the first effect of the opening of such a road would be that of the old roads serving the same districts would be allowed to fall into disrepair and the money thus saved to the Road Fund applied to some purpose providing no direct benefit to the road users who provided it.

A further, unfortunate aspect of the idea of building private toll roads is that the obvious Parliamentary inference will be that if the motoring community can afford to pay tolls it can afford to pay higher taxes. We have heard it suggested that if the idea of private roads extended until they assumed the proportions of the railways there would be no need for many riders to license their machines because they might never need to use them on public highways. Mr. Churchill's obvious move in the extremely unlikely event of that state of affairs coming about would be to increase the petrol tax.

OLYMPIA AGAIN.

FROM OCTOBER 11th TO 20th.
REPRESENTATIVE SHOW.

The date of that most important event of the motoring year, the International Motor Exhibition, is again fast approaching and, as usual, at this period rumours are rife as to increases or cuts in prices, new models and so forth. There is really very little official news to be gleaned on such subjects, however, and all that is certain is that London's great exhibition building at Olympia will contain from October 11th to 20th a representative display of the finest products of the world's motor factories among which British exhibits of chassis, coachwork, components, tyres and accessories may confidently be anticipated to rank very high.

Within the next few weeks numerous announcements will, no doubt, be made as to new models for next season's programmes. Quite recently a new model Rover was announced. This is the 4-seater "Sportman's Coupe," the chassis being the 8-cylinder two litre type. The body is a genuine Weymann with two doors, 40 inches wide, giving access to both front and rear seats. Behind the coupe is a luggage box equipped with two large-size trunks. With a maximum speed well in excess of the "80" mark, this model is likely to make a wide appeal.

35 Passenger Guy Motor-bus.
Built specially for Shanghai.
Recently delivered.

A. LUNG & CO.

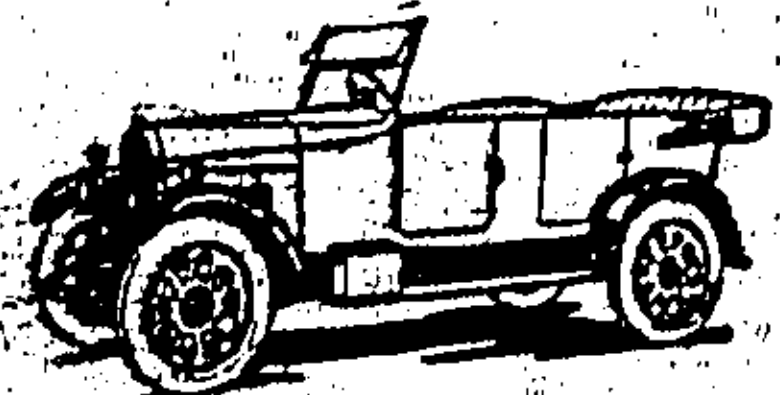
LOCAL AGENTS.

Humber

The Sturdiest Car for Overseas

ONLY a close examination reveals the small details of Humber construction that tell so surely in actual use. The margin of strength in their every part enables Humber Models to withstand the test of rough roads and heavy usage—a fact that has long established them in the favour of Colonial Owners.

4/20 H.P. 2-3 Seater
with Dickey Seat
4/15 H.P. 4-Seater
Tourer
4/25 H.P. 4-Seater
Saloon
14/40 H.P. 2-3 Seater
with Dickey Seat
14/40 H.P. 5-Seater
Tourer
14/40 H.P. 5-Seater
Saloon
14/40 H.P. 1 Coupe
with Dickey Seat



7/20 H.P. 4-Seater Tourer

Other Models of 20/55 H.P.
Dunlop Tyres and Front Wheel
Brakes Standard.

MOTOR CYCLES. The 349 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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MESSRS. LANE, CRAWFORD, LTD., Hong Kong.

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teachings of experience—

more people ride on Goodyear tyres
than on any other make! Could any
finer tribute be paid the quality of Goodyear
Tyres? Yet after all, perhaps the greatest
reason why you should fit Goodyear Tyres
is contained in the long, trouble free service
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GOODYEAR

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PRINCE'S BUILDING, HONG KONG.

MOTORING NOTES

(CONTD.)

ROUND THE ROADS.

SOME LOCAL TOPICS.

Good progress is being made with the road improvements at the corner by the Royal Naval Hospital and the Kennedy Road entrance is now nearly in shape. A large portion of the old retaining wall of the Hospital has been pulled down and behind it now stands a high wall. This adds some twenty feet to the width of the road at this corner. On the other side—the entrance to Kennedy Road—a portion of the Wesleyan Methodist Church wall has been demolished and instead of meeting the main road at right angles the entrance to Kennedy Road now joins the main road in a wide curve.

A large proportion of the Colony's traffic finds its way through Queen's Road East, Wanchai into Happy Valley. Motor cars heading for Happy Valley from the upper levels at Robinson and Caine Roads would find it much more comfortable if they passed along Kennedy Road and out into Happy Valley at the Royal Naval Hospital. In doing so they would miss all the congestion of Wanchai—especially between the hours of 5.30 p.m. to 8 p.m. when the traffic is at its height. There are, however, one or two sections of Kennedy Road where there is anything but a good surface.

In dealing with this question of congestion it is remarkable the amount of traffic which prefers to squeeze its way past the trams and pedestrians of Queen's Road when the next road—the Bund—has exactly the same surface and is as wide as can be wished. The congestion question is one which the Traffic Department will have to take in hand in the near future considering the ever increasing motor transportation passing through the narrow streets of the town.

Handy Gas Stations.

Thanks are due to the Asiatic Petroleum Co.'s foresight in erecting a handy and complete pump station at West Point. Only last year the writer ran out of petrol along Pokfulam Road on the way back to Town; and, hoping that the few Chinese Garages in West Point would oblige, the down hill run was continued where much to his regret and inconvenience, not one would help. They excused themselves saying it was a bother to get what gas they had and that a journey into town was necessary. Only last week, the same thing occurred and hoping against hope the journey was once more made down hill where the newly installed pump station at the Tram Terminus was discovered. The A.P.C. has now one more humble admirer and its future is assured!

Night Signals: The Beacon Light.

It will be noticed that the Traffic Department have recommenced the light signals at night at the bottom of Garden Road. The newly installed "Stop and Go" sign works well during the day, but at night the lights are far easier to see, and to those with poor eye-sight the resumption of the lights is a boon.

Incidentally it is surprising how well the plan of the red "slow down" light at the corner of Des Voeux Road and Pedder Street has worked out. The ever elated traffic constables stand by in case of accidents but they appreciate the existence of the beacon light as much as do motorists.

Could not a similar red light sign be placed at the junction of Pedder Street and Queen's Road? The traffic constable on duty at this spot is exhausted after a day's work, while a series of misunderstandings, especially at night cause much screaming of brakes and unnecessary blunders. It is really difficult to see the traffic officer's stick with a dazzling headlight behind him, but a red light would soon solve the problem.

Why Not Dim Lights in Town.

Motor cars are being developed each year and simultaneously the powerful car demands a stronger and more penetrating light. But this means that it is really impossible to see past an on-coming vehicle showing its full headlight. Surely the bright lights of the town, especially those in Nathan Road, Kowloon, are quite sufficient! There is really no necessity for such strong headlights. In this connection credit is due to the new Morris Taxi-cab Service who have Lucas Dipping Headlights fitted to all their taxis. Another popular car with this ingenious fitting is the Fiat car.

An interesting comparison is to be seen in the restriction against a motor-cyclist using his spot light in town, while the glaring headlight of the big cars are permitted.

(Continued on next Column).

LOCAL MOTOR-CYCLING NOTES.

THE PROPOSED TRIAL.

"POSTPONED INDEFINITELY."

"Postponed indefinitely" was the only answer given to our representative's inquiry about the motor cycle trial which the Hong Kong Volunteer's Motor-Cycle Section proposed to hold at Kowloon. The Volunteers are an extremely enthusiastic group of motor-cyclists, it is to them that our thanks are due for the last Reliability Trial and it is to be hoped that in the end this project will go through. But this latest proposal for a lengthy run at Kowloon has not received the support it deserves, but the Club has no intention of abandoning the idea.

Owing to inability of several members of the Committee to attend the meetings it was decided to postpone the event to a time when they would all be together. The trial as proposed would have been a real novelty to many motor-cyclists in the Colony. The time of running it was arranged so as to avoid all possibility of trouble with traffic. It was to have been from midnight until the following noon with a long interval for breakfast. The run was to be round the New Territory circuit twice during the night, ending up with "breakers" at the Cafeteria, after which a round in the opposite direction would be started. The speed limits were very reasonable, and the run should have been very enjoyable.

It is hoped that the Committee will be able to meet at an early date and draw up fresh plans.

A Silent Motor.

Perhaps the most silent running motor-cycle combination on the road is the new 750 c.c. twin which has been added to the existing range of models made by the Harley Davidson Motor-Cycle Company.

Each year the Factory receives hints and suggestions from its million riders and some of these are put into operation in each annual model. The new 750 c.c. twin is the Factory's latest answer to the numerous applications for a silent, strong and small motor capable of doing hard work and hauling a side-car with abundant power in reserve.

Messrs. A. Gascon & Co., the local agents, have just assembled and delivered one of these models to a proud owner who made a claim of 63 m.p.h. on the very first day of delivery and without running the motor in. Further it was stated that the speed test was made with a 250 lb. passenger in the small side-car.

The new features on all Harley Davidson models have already been made known to enthusiasts through this paper, and readers are advised to call and see the new twin for themselves.

Zenith Cycles.

Messrs. Gilman & Co. have also acquired the agency of a very popular English motor-cycle—the Zenith. Two of these cycles have been received and are on view at the Duro Garage, Kowloon. The prices of these cycles with electric lighting are extremely reasonable, \$500 being the price of the 350 c.c. side valve model, while the 500 c.c. side valve machine cost \$675. Both cycles have saddle tanks and adjustable handlebars are fitted with the famous J.A.P. engines.

Tramway's Guy Buses.

Three of the Tramway's Guy Motor Buses have been assembled at the Company's Workshop, and it is hoped to commence the service during the first week of November. The proposed service by the Hong Kong Hotel is also to start next month, and three of their Vulcan Buses are now ready at the Hotel's Garage at Happy Valley.

Alex Ross's New Garage.

The Garage being built for Messrs. Alex Ross & Company is nearing completion. According to the contract the building should be finished at the end of this month, but it is doubtful if the Garage will be ready for service until a few weeks after this date. However, the two European service men at the Company's workshop in Chater Road are busy stock-taking and preparing for the trip to Kowloon.

Friends of Mr. Getz will also be very pleased to hear that he is expected back in the Colony some time next month. It is stated that the operation for which he left for America has been successful and he is well on the way to recovery.

The Morris Minor.

A photograph appeared in one of the recent issues of the Motor Magazine from Home, but no details were given. The illustration showed the car to be extremely similar in appearance to its brothers, "Ox and Cow," but the local Agents for this interesting small car—The Hong Kong Hotel—are unable to give any details.

A NEW ERA IN MOTORING.

CAR WITH FRONT WHEEL DRIVE.

SKIDDING ALMOST ELIMINATED.

A British motor firm has established a new era in motoring, writes the Hon. Maynard Greville, the London Morning Post Motoring Correspondent.

Recently I had a prolonged trial of a front wheel drive Alvis lent me by Henlys, of Devonshire House and Great Portland Street, W., and I am so impressed with the novel features of this car and with its extraordinary road-holding qualities that I think it deserves special mention as one of the outstanding achievements of the motoring year.

I am aware that other front wheel drive cars have been produced abroad, but these have been only for racing purposes—America, for example, has had front wheel drive races for some years.

The Alvis Company itself experimented for about four years with racing cars until it produced the present standard sports model, which is the same as the two cars which did so well at Le Mans this year.

A "Suction" Car.

The new model front wheel drive Alvis super sports car might well be termed a "suction" car, as, instead of the car being pushed along through the back wheels, it is drawn along with the front. The result is that the car's controllability is astonishing, as it has to follow the front wheels, while, in my opinion, the independent springing of each wheel almost eliminates all the disadvantages of the old type suspension.

The car has to be driven to realise the perfection of this springing, and can be taken across places that would disintegrate the ordinary car. The fact that there is no axle at the back, and only short driving axles at the front, so that each wheel, when it encounters a bump, moves up and down independently of any of the others, makes for this smoothness, while the fact that the usual cumbersome propeller shaft is absent means that the body and chassis can be made far lower at the rear.

That there are disadvantages I will not deny, but I think that these can all be overcome.

Firstly, there is a decided waste of space under the bonnet, as, in addition to the engine, the clutch gear box and final bevel drive have to be accommodated there in front of the engine instead of under the floor boards behind it, so that there is not so much room left for the bodywork.

Again, on a loose surface with large stones, or on newly-spread tar, the front wheels, being the driving wheels, pick up stones and dirt and hurl them at the driver, but this is only a matter of making the mudguards more efficient.

The car can be cornered at speeds quite twenty per cent. higher than those of any back-wheel drive vehicle that I know. It is possible, of course, to make the back swing round by cornering viciously, but, directly the accelerator is depressed, the whole car has to follow in the direction in which the front wheels are pointing, and ordinary skidding is almost eliminated.

Light Steering.

The steering is extraordinarily light, and is quite the safest feeling that I have ever experienced, as there is no possibility of wheel wobble or axle "dither."

As a car, the front-wheel drive Alvis has a maximum speed of about 80 miles an hour with a 1,600 c.c. engine, and a speed of a little over 60 miles an hour on the third ratio of the four-speed gear-box.

It is more than probable that there is a great future for the front wheel drive car, more particularly as Captain Malcolm Campbell and Major Segrave have both been considering the type for future attempts on the world speed record, for which purpose it should be ideal.

Again, I understand that there is a project to build a small, cheap car with a four-cylinder engine across the frame, employing a front-wheel drive, which could probably be sold for under £200.

It is gratifying to find a British firm like Alvis, of Coventry, sufficiently enterprising to spend years in the development of this car at great expense, and to lead the world in what should prove a great step forward in motor-car design.

GREAT MOTOR-WAYS FOR SPAIN.

ROAD AND RAILWAY REFORM.

NO HORSE TRAFFIC PERMITTED.

Spain is shortly to be endowed with motor-ways which have not their counterpart in Europe.

Due, in part, to deficient railway communication, the idea was recently mooted of establishing trunk motor-ways so as to provide more rapid transit and, at the same time, induce the foreign motorist to visit Spain.

The Government has, during the past few days, granted concessions for the establishment of motor-ways between Madrid and Valencia and from Madrid to Irun on the French frontier. These concessions are to be granted to companies and, as such, are obviously in the nature of an experiment. The State grants a subsidy of two millions of pesetas for the Valencia road and three millions for that from Madrid to Irun. The exploiting companies will make a fixed charge to vehicles using the motor-ways, on which no horse traffic will be permitted.

The two roads will be constructed according to the most modern practice. Besides exceeding in width any routes of the kind constructed in Europe or America, they will be provided with lateral ways for cycle and motor-cycle traffic. In order to facilitate their construction, the requisite machinery will be admitted into Spain free of duty.

These schemes are complementary to that of the "National Circuit," which is now being carried out, and which provides for a motor road round Spain with the same object of attracting the foreign tourist and, at the same time, providing better communications.

It is not expected that either of these roads will be ready in time for the exhibitions at Barcelona and Seville in the spring of 1929, but there is another important

(Continued on next Column).

AIRSHIPS FOR U.S. ARMY.

DETAILS OF NON-RIGID TYPE.

Two non-rigid airships of the "TC" type are under construction for the United States Army Air Corps in the aeronautical department of the Goodyear Tire and Rubber Company at Akron, Ohio. These ships will use newly designed control surfaces evolved by Goodyear engineers.

The two airships will have a capacity of 200,000 cubic feet and will be used for training the flying personnel at the army lighter-than-air stations. They will have an overall length of 1,925 feet, a diameter of 45 feet and will be powered by two Wright motors. Their maximum speed will be 80 miles per hour and the cruising speed is estimated at 45 miles per hour.

At maximum speed the ships will have a range of 888 miles and at cruising speed, their flying radius will be 1,373 miles, when travelling fully manned and equipped.

During the last 15 years Goodyear has built more than 100 airships of this size for use of the Army and Navy.

A scheme which will be certainly realised before that date. It is that of the reduction of the gauge of the Puigcerda-Barcelona Railway, which will permit trains of normal European gauge to run from Paris or any part of France to Barcelona without the annoyance of having to change trains at the frontier. The length of the line from Puigcerda, on the French frontier, to Barcelona is 158 kilometres, and it is planned to carry out the change to normal, i.e., English gauge, in twenty-four hours.

The line is already electrified and the power is arranged for. Travellers to Spain and those who visit the exhibition next year will be privileged to pass through scenery both in France and Spain unsurpassed for its beauty. On the Spanish side, at Tossa, the line passes through a tunnel 1,600 metres above sea level.

WILLY'S OVERLAND TRIUMPH.

KNIGHT-ENGINE CAR AT MODERATE PRICE.

There was a time when the average man never dreamed of possessing a car with a Knight double-axe engine. But now, after many years of development, the Willys-Overland Company is able to offer the general public a six cylinder Knight-engine car to sell in the same price class with ordinary low-priced poppet valve sixes.

"It took five years of the hardest work Willys-Overland Inc. has ever done to produce that car," said Mr. John M. Willys, president of the big Toledo manufacturing plant when he was asked about the new Standard Willys-Knight Six that he recently placed on the market.

"Our Knight car manufacture started with the Willys-Knight Great Six and we have been working on it ever since in one way or another," he continued.

"Now we have attained a manufacturing goal which we set when we started to change our Willys-Knight production from four cylinder models to sixes. It has been a difficult task and it has required the maximum energy of both engineering and sales departments to bring it to a completion."

"One of the reasons has been the exacting manufacturing requirements put upon the Willys-Overland plants in the development of the Willys-Knight motor. Basically this power plant is one of higher priced cars. We have had to maintain the European standards of excellence in construction and we had to conform to lower price standards as well."

"To bring the high achievements in manufacturing and design, required in the construction of a Knight motor, car to the price range of the lower priced sixes has necessitated mechanical development of specialized machinery, the attainment of the most efficient manufacturing procedures in all departments of the plants and the closest regulation of all elements

(Continued on next Column).

DISTINGUISHED OWNERS AND THEIR CARS.

LORD BALFOUR, "RANJII," ETC.

Rootes Ltd. have received an order for a Hillman Saloon for the British Consul in the Azores. Not long ago they supplied a car of similar make to the British Minister at Athens.

Of more than ordinary interest to motorists was the gift made to Lord Balfour, the well known statesman, on his 80th birthday by political friends. This took the form of a 40-50 h.p. Rolls-Royce New Phantom, fitted with a very handsome saloon body and, altogether, was a gift worthy of the occasion. The New Phantom chassis, of course, lends itself to luxurious coachwork and this is demonstrated in a Coupe de Ville recently built for a client by Thrupp & Maberly of Devonshire House. In this car the stuted beading is solid silver and interior panelling and cabinet work is similarly inlaid.

H.H. The Jam Sahib of Nawana-gar has ordered a very handsome 16/45 h.p. Wolseley "Silent Six" for his personal use. This is of touring type and is finished in white with black wheels and wings and red leather upholstery. The Maharaj Kumar Jeyendra Singh of Orchha, too, has ordered a similar chassis, the body in this case, however, being a 2-seater finished in beige and brown.

entering into the work of building the car.

"The reception of the Willys-Knight Great Six and of the Willys-Knight '70' which closely followed have helped materially. Both of these cars stepped into large sales volume in their respective price classes."

"There is a feeling of general satisfaction throughout the entire Willys-Overland organization, now that the goal we set has been accomplished. We believe that it will mean a great deal to the motoring public to be able to buy a Willys-Knight in such a wide range of price classes that every demand except that for the lowest priced light cars will be satisfied."

Champion Cars Clothed in Rare New Beauty!

Four Champion Cars— In Tomorrow's Mode!

STUDEBAKER'S four champion cars, which hold every official American stock model performance record, regardless of power or price or type of car, are now clothed in rare new beauty!

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Lounge seats, hydraulic shock absorbers, amplified action 4-wheel brakes—unrivalled riding comfort.

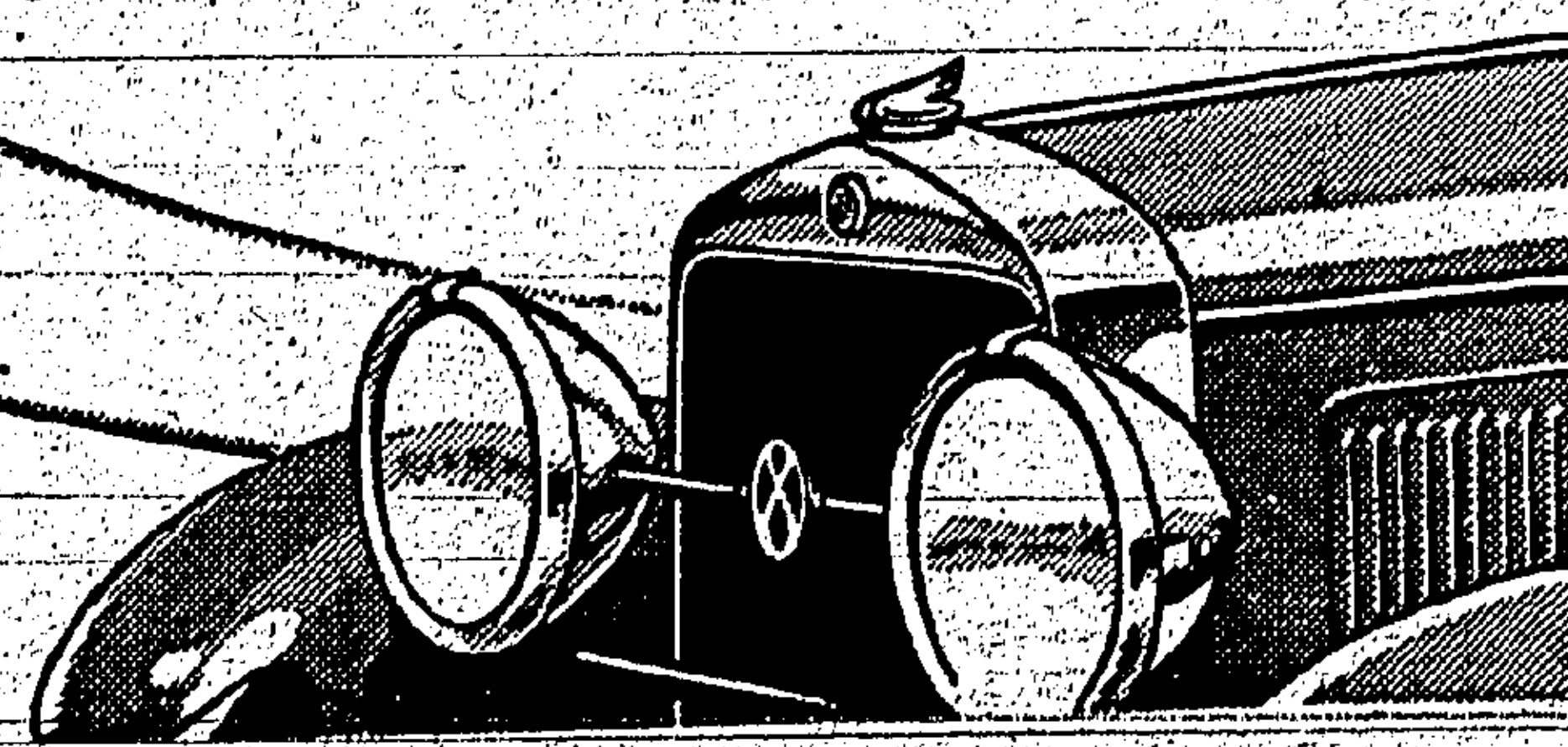
The New Studebaker President Eight, The Commander, The Director, The Erskine—you are invited to view these cars which represent the culmination of Studebaker's 76-year-old tradition of quality materials and precision manufacture.

A Car for Every Purse and Every Taste
Studebaker builds a great line of cars—The President Eight, The Commander, The Director and The Erskine. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

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The Great Independent



21 **MACKINNON, MACKENZIE &**
Hong Kong, 15th Sept., 1923. [67]

CANADIAN PACIFIC

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TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STRAINS.	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPEROR OF RUSSIA	Mar. 8	Mar. 11	Mar. 14	Mar. 16	Mar. 25
EMPEROR OF ASIA	Mar. 22	Mar. 25	Mar. 28	Mar. 30	Apr. 8
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18

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Sept. 25	Sept. 27	EMPEROR OF CANADA	Sept. 29
Oct. 16	Oct. 18	EMPEROR OF RUSSIA	Oct. 19

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RIBERIA MARU (Calls Los Angeles) Tuesday, 2nd Oct.

TAIYO MARU (Calls Nagasaki) Tuesday, 16th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 22nd Sept.

FUSEIMI MARU ... Saturday, 6th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 19th Sept.

AKI MARU ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

NAGATO MARU ... Thursday, 27th Sept.

AWA MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.

MAYEHASHI MARU ... Monday, 24th Sept.

TOBA MARU ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU (Calls Glasgow) Sunday, 21st Oct.

CAIRO via Singapore, Penang & Bangkok.

MORIOKA MARU ... Wednesday, 19th Sept.

HANGON MARU ... Sunday, 3rd Sept.

NAGASAKI, KUBE & YOKOHAMA.

AKI MARU ... Friday, 21st Sept.

SHANGHAI, KUBE & YOKOHAMA.

NAGANO MARU (Mojito direct) ... Thursday, 20th Sept.

TAMBA MARU ... Sunday, 30th Sept.

MALACCA MARU (Calls Keelung omit S'hai) Sun, 30th Sept.

Subject to alteration without notice.

For further information, apply to NIPPON YUSEN KAISHA.

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SUMMER SPECIAL EXCURSION TICKETS ON SALE.



KONINKLYKE PAKETVAAR
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 27th September, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
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Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. Your Builders, Quay Road.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT
RETURNS.

LOCAL IMPORTS IMPROVE.

THROUGH FREIGHTS VERY
GOOD.

Cargoes for the period ending at 9 a.m. yesterday were very good. Local imports showed a substantial increase over the previous day's figures, and through freights were very high. There were sixteen arrivals and the same number of departures, of which three arrivals and five departures were British ships.

Fourteen vessels discharged 10,871 tons of general merchandise of which two British ships contributed 810 tons. The two best cargo returns were shown by the s.s. *Alutia* (Japanese) with 3,552 tons of coal from Sakito; and the s.s. *Shinko* (Norwegian) from Bangkok with 1,500 tons of rice and general cargo.

Eight vessels carried a total of 33,598 tons of through freights. Only two were British but these vessels contributed 9,360 tons. The best carrier was the s.s. *Mirapora* (British) from Bombay and Singapore with 8,900 tons of general cargo. The s.s. *Levertuen* (German)—a new arrival to the port—from Hamburg and Singapore was second best carrier with 8,000 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	3	5
Japanese	3	1
Norwegian	3	1
Chinese	3	4
Danish	0	1
German	2	1
American	0	1
Italian	1	1
Total	16	16

VESSELS EXPECTED.

Australian-Oriental Line.
Changtse, October 10th.
Taiping, Nov. 6th.

Bank Line.
City of Lincoln, September 22nd.

City of Glasgow, September 28th.

City of Khio, October 4th.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Mobile, October 27th.

City of Perth, Oct. 30th.

City of Mandalay, Nov. 34th.

City of Lahore, Dec. 8th.

City of Chester, Dec. 23th.

Ben Line.
Benavon, Sept. 23rd.

British-India and Apcar Line.
Gamboda, Sept. 22nd.

Tukeda, Sept. 29th.

Takima, Oct. 1st.

Takima, Oct. 10th.

Takima, Oct. 11th.

Takima, Oct. 30th.

Canadian Pacific Line.
Empress of Canada, Sept. 24th.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 29th.

Dodwell & Co.
Toledo, September 24th.

Toronto, October 10th.

Dollar S.S. Line.
President Van Buren, Sept. 22nd.

East Asiatic Co., Copenhagen.
Asia, to-day.

Java, to-day.

Africa, Sept. 28th.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Siam, Dec. 2nd.

Prince Line.
Japanese Prince, October 14th.

Blue Funnel Line.
Phenix, to-day.

Achilles, to-morrow.

Bellerophon, to-morrow.

Proteus, September 25th.

Merion, September 27th.

Sarpedon, October 3rd.

Argos, October 10th.

Calchas, October 18th.

Diomed, October 18th.

Talthybius, October 18th.

Agamemnon, October 17th.

Antenor, October 18th.

Eurylochus, October 20th.

Pyrrhus, October 24th.

Cyclops, November 6th.

Izion, November 6th.

Dreadnought, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Helenus, Nov. 17th.

Titan, Nov. 20th.

Tyndareus, Nov. 25th.

Asphalion, Nov. 27th.

Glaucon, Nov. 30th.

Telemachus, Dec. 8th.

Philoctetes, Dec. 9th.

Dardanus, December 10th.

Aeneas, Dec. 17th.

Eastern and Australian Lines.
St. Albans, September 25th.

Arafura, October 8th.

Tanda, Nov. 5th.

Glan Line.
Glenamoy, September 21st.

Glenara, September 27th.

Glenahol, September 28th.

Glenavon, October 14th.

Glenbeg, October 26th.

Penbrookshire, Nov. 12th.

Hamburg-America Line and
Hugo Stinnes Line.
Rhinecland, to-morrow.

Ermland, September 30th.

Butgenland, October 11th.

Kuhr, October 23th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Java-China-Japan Line.
Tjikini, September 21st.

Tjikarom, September 24th.

Tjikarang, September 26th.

Tjikembang, September 30th.

Tjikembang, October 3th.

Tjikembang, Oct. 8th.

Tjikembang, Oct. 10th.

Message Maritimes.
Athos II, September 25th.

Sphinx, September 25th.

D'Astagnan, October 9th.

General Meeting, October 9th.

Paul Lezat, October 23rd.

Andre Lebon, November 7th.

Uchenonceda, November 21st.

Porto, Dec. 5th.

Nippon Yusen Kaisha.
Tango Maru, to-day.

Nagano Maru, to-day.

Aki Maru, to-morrow.

Suwa Maru, Sept. 21st.

Yone Maru, Sept. 21st.

Mayeboshi Maru, Sept. 23rd.

Babyo Maru, Sept. 24th.

Siberia Maru, Sept. 25th.

Nagato Maru, Sept. 25th.

Malacca Maru, Sept. 26th.

Hangoon Maru, Sept. 28th.

Tambara Maru, Sept. 30th.

Toyoaka Maru, Sept. 30th.

Fushimi Maru, Oct. 5th.

Tokushima Maru, Oct. 7th.

Kanagawa Maru, Oct. 8th.

Taiyo Maru, Oct. 10th.

Awa Maru, Oct. 10th.

Penang Maru, Oct. 11th.

Tsuruga Maru, Oct. 13th.

Haruma Maru, Oct. 14th.

Norddeutscher Lloyd, Bremen.
Trier, Sept. 22nd.

Derfflinger, Sept. 22nd.

Trave, Oct. 14th.

Saarbrücken, Oct. 21st.

Plaß, Nov. 7th.

Coblenz, Nov. 18th.

Prince Line.
Teneriffa, Sept. 22nd.

Tungsha, Oct. 12th.

Renn, Nov. 20th.

Taiwan, Dec. 8th.

German Motor Vessel's
MAIDEN VOYAGE.
ARRIVES IN HONG KONG.
[BY LONGSHOREMAN.]
The motor vessel *Levertuen* owned by the Hamburg-America Line arrived in port on Monday on her maiden voyage from Hamburg to the Far East. She is commanded by Captain W. Henneke and has a crew of 35 Europeans. Messrs. Jensen & Company are the local agents.
The *Levertuen* was built by the Deutsch Werft of Hamburg in the early part of this year and is fitted with oil engines which develop 1,333 N.E.P. These engines were manufactured and installed by Messrs. Allgemeine Electric Ges. of Berlin. The vessel's dimensions are: Length 160 feet; beam 60 feet and depth 25 feet.
All Electric Fittings.
Going aboard the vessel yesterday our representative was given the free run of the ship. The deck and other fittings immediately remind one that she is a new vessel. The electric winches were functioning silently and efficiently. The Chinese hands appeared quite at home working the levers of this powerful and unfamiliar machinery.
The vessel is mainly a cargo carrier but passenger accommodation is provided, and was found to be most comfortable. The staterooms are as big as can be wished, while ample deck space for games and exercise is provided. Perhaps a feature of the vessel is the open air deck above the bridge, which provides a wide space without obstruction in the form of masts or funnel.
The pantry was yet another feature of the vessel, and is electrically equipped throughout. The chef mentioned that he was extremely satisfied with the electrical cooking plant. Incidentally all the crew from officers to deck hands seemed to speak excellent English.
Captain Thompson resumes command of "Sanning".
Captain McN. Thompson has been re-appointed master of the s.s. *Sanning* vice Captain T. Jones, having recovered from the effects of an accident a month ago when he broke his leg.
Rough Weather Off Shanghai.
The Prince Line motor ship *Javanese Prince* which arrived from New York and Keelung reports having encountered typhoon weather in the vicinity of Shanghai.
S.S. "Kong So" Detained.
The s.s. *Kong So*, ex *Chuen Chow* will not sail for Wuchow until the week-end as surveys of the vessel have not been completed.
Death At Sea.
The master of the s.s. *Van Heutsz* which arrived from Bel-deli and Singapore reported the death of a passenger and that the deceased was buried at sea. The vessel carried 1,670 Asiatic deck passengers.
Asiatic Deck Passengers.
Six vessels brought 1,894 Asiatic deck passengers to the Colony during the period ended at 9 a.m. yesterday.
With Wilhelmssen, Oslo.
Norwegian Africa and Australia Line.
Teneriffa, Sept. 22nd.
Tungsha, Oct. 12th.
Renn, Nov. 20th.
Taiwan, Dec. 8th.

Blue Funnel Line.
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